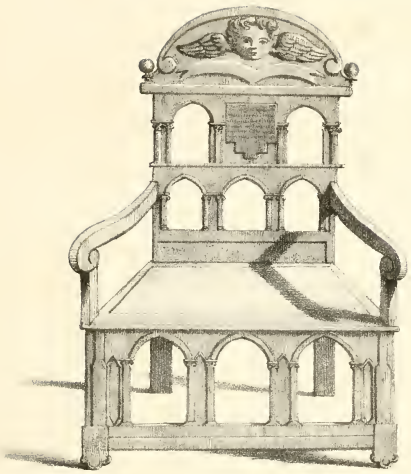
THE

LIFE

OF

SIR FRANCIS DRAKE.



To this great Ship, which round the Globe has run,
And match'd in race the chariot of the Sun,
This Pythagorean Ship (for it may claim,
Without presumption, so deserv'd a name)
By knowledge once, and transformation now
In her new shape this sacred port allow
Drake and his Ship could not have wish'd from Fate
A happier station, or more blest estate.
For, lo! a seat of endless rest is given
To her in Oxford and to him in Heaven.

ABRAHAM COWLEY. 1662

Sent to the University of Oxford
by Order of John Davis Esq.r the King's Commissioner at Deptford

Printed by C Hullmandel

THE

LIFE

OF

THE CELEBRATED

SIR FRANCIS DRAKE,

THE FIRST ENGLISH CIRCUMNAVIGATOR.

REPRINTED FROM

THE BIOGRAPHIA BRITANNICA.

TOGETHER WITH THE

HISTORICAL AND GENEALOGICAL ACCOUNT

OF

SIR FRANCIS DRAKE'S FAMILY,

FROM BETHAM'S BARONETAGE:

AND

EXTRACTS

FROM

NICHOLSON'S HISTORY OF CUMBERLAND,

CONTAINING

AN ACCOUNT OF THE RICHMOND FAMILY

OF HIGHHEAD CASTLE.

NOT PUBLISHED.

LONDON:

PRINTED BY J. MOYES, TOOK'S COURT, CHANCERY LANE.

1828.

To his Relations and Friends, the Editor presents this Volume, as a small token of his affection and regard. His grateful remembrance of their kindness and attachment will never die while memory remains; and he cherishes the Hope, that the affection which united them in this world, may be continued in another more perfect state of existence.

JULY, 1828.

LIFE

OF

SIR FRANCIS DRAKE.

Sir Francis Drake, one of the most distinguished of the naval heroes in the glorious reign of Elizabeth. A man, of whom it may be truly said, that he had a head to contrive, a heart to undertake, and a hand ready to execute, whatever promised glory to himself and good to his country. As he was, properly speaking, the son of merit, we have but a very indifferent account of his family, or even of his father. That which Camden[a] gives us, and which he says he had from Drake's own mouth, is so embarrassed with inconsistent circumstances, that there is no relying upon it, and trusting to our reason at the same time, as will be shewn in the notes.* We will, therefore, give the reader,

[a] Annal. Rerum Anglican. et Hibernicar. regnante Elizabethâ. Edit. Hearne, p. 351.

* *As will be shewn in the notes.*—As, in venturing to depart from what Camden has said, we, at the same time, leave the great road in which all our other writers have travelled, it is but just

in this place, a plainer account, as early in its rise, supported by good authority, and, in all its circumstances, very agreeable to the sequel of his story,

that we should give the world a full account of the motives which induced us to take this step, that it may clearly appear it did not proceed from singularity, but necessity. Our learned historian, speaking of the events[1] which happened in the year 1580, has these words: "About this time returned into England Francis Drake, having acquired great wealth, and greater reputation, by prosperously sailing round about the world; being, if not the first of all which could challenge this glory, yet, questionless, the first but Magellan, whom death cut off in the midst of his voyage. This Drake, to relate no more than what I have heard from himself, was born of mean parentage in Devonshire, and had Francis Russel, afterwards Earl of Bedford, for his godfather, who, according to the custom, gave him his Christian name. Whilst he was yet a child, his father, embracing the Protestant doctrine, was called in question by the law of the Six Articles made by Henry VIII. against the Protestants, fled his country, and withdrew himself into Kent. After the death of King Henry, he got a place among the seamen in the king's navy to read prayers to them, and, soon after, he was ordained deacon, and made vicar of the church of Upnore upon the river Medway, where the royal fleet usually rides. But, by reason of his poverty, he put his son apprentice to the master of a bark, his neighbour, who held him closely to his business, by which he made him an able seaman; his bark being employed in coasting along the shore, and sometimes in carrying merchandise into Zealand and France. The youth, being painful and diligent, so pleased the old man by his

[1] Camden's Annals, p. 315.

leaving it to his judgment to piece therewith the chief points in Camden's relation;[b] which may be also reputed truths, if we knew with certainty how industry, that, being a bachelor, at his death he bequeathed his bark unto him by his last will." It falls out unhappily for this story, that the parts of it are not consistent. If Drake was in his tender years, or childhood, when his father was persecuted on the score of the Six Articles, he must have been born a good while before the year 1539;[1] and if so, how could Sir Francis Russel be his godfather, who was himself born in 1527?[2] so that, without much straining this account, they might be both of an age. It is very certain, that Mr. Drake was but a young man when Sir John Hawkins made him captain of the Judith; but, according to this computation, he was thirty-five or thirty-six at least. It is allowed by all the writers of his time, that he died in the flower of his age, which could not well be said if he had been between sixty and seventy. As to the account which I have followed, we have it from John Stowe, who was a very industrious, careful man, and particularly inquisitive into things of this nature.[3] Besides, as the reader sees in the text, he settles every step of his advancement; and affirming that he was in the twenty-second year of his age when he became captain of the Judith, this fixes his birth to 1545, since he was vested with that command in October 1566. By fixing this date, the facts mentioned by Camden from the mouth of Sir Francis Drake become very probable; for Sir Francis Russel might well be his godfather, and all the events follow that he sets down — only the persecution his father suffered must have been in the reign of Queen Mary; which is the more probable, if we consider that Camden himself assures

[b] His accounts are followed also in Fuller's Holy State, p. 123; Prince's Worthies of Devon, p. 236; English Hero, p. 1.

[1] Burnet's Hist. of the Reformation, vol. i. p. 256.

[2] As appears from the inscription on his monument.

[3] See the Life of Mr. Stowe, written by the Rev. Mr. Strype, prefixed to his edition of Mr. Stowe's Survey of London.

to reconcile and bring them in.[c] According, then, to this other account, I find he was the son of one Edmund Drake, an honest sailor, and born near Tavistock in the year 1545, being the eldest of twelve brethren, and brought up at the expense, and under the care, of his kinsman, Sir John Hawkins. It is likewise said, that, at the age of eighteen, he was purser of a ship trading to Biscay; at twenty, he made a voyage to Guinea; and, at the age of twenty-two, had the honour to be appointed captain of the Judith, and in that capacity was in the harbour of St. Juan d'Ulloa, in the Gulf of Mexico, where he behaved most gallantly in the glorious actions under Sir John Hawkins, and returned with him into England with a very great reputation, but not worth a groat.[d] Upon this he conceived a design of making reprisals on the King of Spain, which, some say, was put into his head by the minister of his ship; and, to be sure, in sea-divinity the case was clear: the King of Spain's subjects had undone Mr. Drake, and therefore Mr. Drake was at liberty to take the best

[c] See this further explained in the note, p. 1—4.

[d] Stowe's Annals, p. 807.

us, Queen Elizabeth, in the beginning of her reign, made that establishment of the fleet in the river Medway, where Drake's father read prayers to the seamen.[t] Neither is this the only mistake in Sir Francis Drake's story by that author.

[t] Annal. Eliz. p. 86.

satisfaction he could on the subjects of the King of Spain.[e] This doctrine, how rudely soever preached, was very taking in England; and therefore he no sooner published his design, than he had numbers of volunteers ready to accompany him, though they had no such pretence to colour their proceedings as he had.[f] In 1570 he made his first expedition with two ships, the Dragon and the Swan; and the next year in the Swan alone, wherein he returned safe, if not rich.* And having now means

[e] Prince's Worthies of Devon, p. 236.

[f] Stowe's Annals, p. 807; Camden's Annals, p. 351.

* *Wherein he returned safe, if not rich.* — We have no particular account of these two voyages, or what he performed in them. They were made in the years 1570 and 1571; and there is nothing clearer than that Captain Drake had two great points in view; the one was, to inform himself perfectly of the situation and strength of certain places in the Spanish West Indies; the other to convince his countrymen, that, notwithstanding what had happened to Captain Hawkins in his last voyage, it was a thing very practicable to sail into these parts and return in safety; for it is to be observed, that Hawkins and Drake separated in the West Indies, and that the former, finding it impossible to bring all his crew home to England, had set a part of them, but with their own consents, ashore in the bay of Mexico; and these being looked upon as so many men lost, and indeed very few of them found their way home, the terror of such a captivity as these poor men were known to endure had a great effect.[1] But Captain Drake, in these two voyages, having very wisely avoided coming to blows with the Spaniards, and bringing home sufficient returns to satisfy

[1] See the accounts of John Oxenham's voyage, in Hakluyt, p. 594.

sufficient to perform greater matters, as well as skill to conduct them, he laid the plan of a more important design with respect to himself and to his enemies.[g] This he put into execution on the 24th of March, 1572; on which day he sailed from Plymouth, himself in a ship called the Pascha, of the burthen of seventy tons, and his brother, John Drake, in the Swan, of twenty-five tons burthen, their whole strength consisting of no more than seventy-three men and boys; and, with this inconsiderable force, on the 22d of July he attacked the town of Nombre de Dios, which then served the Spaniards for the same purposes (though not so conveniently) as those for which they now use Porto Bello. He took it in a few hours by storm, notwithstanding a very dangerous wound he received in the action; yet, after all, they were no great gainers, but, after a very brisk action, were obliged to betake themselves to their ships with very little booty. His next attempt was to plunder

[g] Sir Francis Drake revived, by Philip Nichols, preacher, a 4to. of 94 pages in black letter, published by Sir Francis Drake, baronet, his nephew.

his owners, dissipated these apprehensions, as well as raised his own character; so that, at his return from his second voyage, he found it no difficult matter to raise such a strength as might enable him to perform what he had long meditated in his own mind, but which he never would have been able to effect but by pursuing this cautious method.

the mules, laden with silver, which passed from Vera Cruz to Nombre de Dios; but in this scheme, too, he was disappointed. However, he attacked the town of Vera Cruz, carried it, and got some little plunder. In their return, they unexpectedly met with a string of fifty mules laden with plate, of which they carried off as much as they could, and buried the rest. In these expeditions he was very much assisted by a nation of Indians, who then were, and yet are, engaged in a perpetual war with the Spaniards. The prince, or captain, of these people at this time was named Pedro, to whom Captain Drake presented a fine cutlass which he wore, and to which he saw the Indian had a mind. Pedro, in return, gave him four large wedges of gold, all which Captain Drake threw into the common stock, with this remarkable expression, "That he thought it but just, that such as bore the charge of so uncertain a voyage on his credit, should share the utmost advantages that voyage produced." Then embarking his men with all the wealth he had obtained, which was very considerable, he bore away for England, and was so fortunate as to sail in twenty-three days from Florida to the Isles of Scilly, and thence, without any accident, to Plymouth, where he arrived the 9th

of August, 1573.[h] His success in this expedition, joined to his honourable behaviour towards his owners, gained him a high reputation, and the use he made of his riches still a greater; for, fitting out three stout frigates at his own expense, he sailed with them to Ireland, where, under Walter, Earl of Essex (the unfortunate father of that still more unfortunate earl who was beheaded), he served as a volunteer, and did many glorious actions.[i] After the death of his noble patron he returned into England, where Sir Christopher Hatton, who was then vice-chamberlain to Queen Elizabeth, privy counsellor, and a great favourite, took him under his protection, introduced him to her majesty, and procured him her countenance.[k] By this means he acquired a capacity of undertaking the grand expedition which will render his name immortal. The thing he first proposed was a voyage into the South Seas through the Straits of Magellan, which was what hitherto no Englishman ever attempted. This project was well received at court, and in a short time Captain Drake saw himself at the height of his wishes; for, in his former voyage, having had a distant prospect of the South Seas, he framed an ardent prayer to God, that he might sail an English ship in them, which he now found an opportunity

[h] See that relation; as also Camden's Annals, p. 351; Stowe, Hollinshed, and Speed.

[i] Stowe's Annals, p. 807.

[k] Idem, ibid.

of attempting, the queen's permission furnishing him with the means, and his own fame quickly drawing to him a force sufficient.[1] * The fleet with which he sailed on this extraordinary undertaking consisted of the following ships: — The Pelican,

[1] Camden's Annals, p. 352; Stowe's Annals, p. 689; Prince's Worthies of Devon, p. 237.

* *Quickly drawing to him a force sufficient.* — We have observed in the text, that Captain Drake was the first Englishman, at least so far as we know, that had so much as a sight of the South Seas; and, as Mr. Camden remarks, he was so inflamed with that sight, as to have no rest in his own mind till he had accomplished his purpose of sailing an English ship in those seas.[1] He was not, however, so forward as to tell this to all the world, because he foresaw that such an undertaking would be attended with many difficulties; that the navigation was new, and required much consideration before it was attempted; that the Spaniards were sufficiently alarmed by his last attempt; and that it would be highly rash for him to adventure upon such an enterprise without having the sanction of public authority. While he meditated this great design in his own mind, without communicating it to any, he took care to procure the best lights he could to engage several bold and active men to serve under him wherever he went, and, by a well-timed display of public spirit, made himself known to, and gained some powerful friends at court.[2] But while he was thus wisely and warily contriving what he afterwards so happily executed, one John Oxenham, who had served as a soldier, a seaman, and a cook, and had gained great reputation by his gallant behaviour in the last voyage under him, believed he had penetrated Captain Drake's scheme, and thought to be beforehand with him

[1] Annals, p. 352.

[2] Stowe's Annals, p. 807.

commanded by himself, of the burthen of one hundred tons; the Elizabeth, vice-admiral, eighty tons, under Captain John Winter; the Marygold, a bark of thirty tons, commanded by Captain John Thomas;

in the execution of it. Accordingly, in 1575, this man sailed in a bark of one hundred and forty tons burthen, with seventy brave fellows, to Nombre de Dios, where, laying his bark up in a creek, he marched across the isthmus with his companions, got into the South Seas with some canoes, and took two Spanish ships with an immense treasure in gold and silver. But wanting Drake's abilities and generosity, though he was little, if at all, inferior to him in courage, he fell out with his men, which occasioned such a delay in his return, that the Spaniards found and recovered the treasure, afterwards destroyed many, and at length took him and some of his companions, whom, for want of a commission to justify their proceedings, they hanged as pirates.[1] Captain Drake, before he had any knowledge of the issue of this business, and being acquainted with no more than was public throughout all the west of England, that Oxenham was sailed upon some such design, brought his own project to bear by the means mentioned in the text,[2] and easily obtained a force sufficient to accomplish it, which, all things considered, must at this day appear a very extraordinary event, more especially if we consider that he never disclosed his real intention after he had his commission, nor indeed could disclose it with safety, and yet made all his preparations so judiciously, that it does not appear any other circumnavigator met with fewer discouragements than he, who performed all by the light of his own judgment, and at the expense of private persons who had an entire confidence in him.

[1] Hakluyt's Voyages, p. 594; Camden's Annals, p. 353.

[2] Stowe's Annals, p. 689.

the Swan, a fly-boat of fifty tons, under Captain John Chester; and the Christopher, a pinnace of fifteen tons, under Captain Thomas Moon.[m] In this fleet were embarked no more than one hundred and sixty-four able men, and all the necessary provisions for so long and dangerous a voyage; the intent of which, however, was not openly declared, but given out to be for Alexandria, though all men suspected, and many knew, he intended for America. Thus equipped, on the 15th of November, 1577, about three in the afternoon, he sailed for Plymouth; but a heavy storm, taking him as soon as he was out of port, forced him, in a very bad condition, into Falmouth to refit; which having expeditiously performed, he again put to sea the 13th of December following.[n] On the 25th of the same month he fell in with the coast of Barbary, and on the 29th with Cape Verd; the 13th of March he passed the equinoctial; the 5th of April he made the coast of Brazil in 30° north latitude, and entered the River de la Plata, where he lost the company of two of his ships; but meeting them again, and having taken out of them all the provisions they had on board, he turned them adrift. On the 29th of May he entered the port of St. Julian, where he did the least commendable action of his life, in exe-

[m] Camden's Annals, p. 354; Hakluyt's Voyages, vol. iii. pp. 730, 748; Purchas's Pilgrims, vol. i. p. 46.

[n] Camden's Annals, p. 354.

cuting Mr. John Doughty, a man next in authority to himself; in which, however, he preserved a great appearance of justice.[o] * On the 20th of August he entered the Straits of Magellan; on the 25th of

[o] See the relation in Hakluyt, vol. iii. p. 733; all which is omitted in the revised account in Purchas, to which we before referred.

* *A great appearance of justice.* — This is by much the most remarkable passage in the life of our hero in reference to his moral character, and for which, as we shall see, he has been very severely censured. We will first state the matter of fact briefly and plainly; then mention the surmises which have been raised thereupon; and, lastly, shew the reader what has been, or may be, alleged in his justification, which we take to be the true course of rendering works of this kind useful; since, in other books, the actions of great men are seen only in particular lights, according as the author's subject, or sometimes his humour, inclines him to place them; but the business of a biographer is, from the relation of facts, to shew what the man of whom he is speaking really was. Let us proceed, then, in the present case, to the business.

On the 18th of June, Captain Drake arrived with his small fleet at Port St. Julian, which lies within one degree of the Straits of Magellan, where he continued about two months, during which time he made the necessary provision for passing the Straits with safety.[1] Here it was, that, on a sudden, having carried the principal persons engaged in the service to a desert island lying in the bay, he called a kind of council-of-war, or rather court-martial, where he exposed his commission, by which the queen granted him the power of life and death, which was delivered him with this remarkable expression from her own mouth: "We do account, that he, Drake, who strikes at thee, does strike at us."

[1] See the relation of this voyage in Hakluyt, vol. iii. p. 733; English Hero, or Sir Francis Drake revived, p. 71.

September he passed them, having then only his own ship, which, in the South Seas, he new named the Hind; on the 25th of November he came to Machao, in the latitude of thirty degrees, where he

He then laid open with great eloquence (for, though his education was but indifferent, he had a wonderful power of speech,) the cause of this assembly; he proceeded next to charge Mr. John Doughty, who had been second in command during the whole voyage, when Drake was present, and first in his absence, with plotting the destruction of the undertaking, and the murder of his person. He said, he had the first notice of this gentleman's bad intentions before he left England; but that he was in hopes his behaviour towards him would have extinguished such dispositions, if there had been any truth in the information. He then appealed for his behaviour to the whole assembly, and to the gentleman accused: he next exposed his practices from the time they left England, while he lived towards him with all the kindness and cordiality of a brother, which charge he supported by producing papers under his own hand, to which Mr. Doughty added a full and free confession. After this, the captain, or, as in the language of those times he is called, the general, quitted the place, telling the assembly he expected that they should pass a verdict upon him, for he would be no judge in his own cause. Camden, as the reader will see, says that he tried him by a jury; but other accounts affirm, that the whole forty persons of which the court was composed adjudged him to death, and gave this in writing under their hands and seals, leaving the time and manner of it to the general. Mr. Doughty himself said, that he desired rather to die by the hands of justice than to be his own execu-

had appointed a rendezvous in case his ships separated: but Captain Winter, having repassed the Straits, was returned to England. Thence he con-

tioner. Upon this, Captain Drake, having maturely weighed the whole matter, presented three points to Mr. Doughty's choice: first, to be executed upon the island where they were; next, to be set ashore on the main land; or, lastly, to be sent home to abide the justice of his country. He desired he might have till the next day to consider of these, which was allowed him; and then, giving his reasons for rejecting the two last, he declared that he made the first his choice; and having received the sacrament with the general from the hands of Mr. Francis Fletcher, chaplain to the fleet, and made a full confession, his head was cut off with an axe by the provost marshal, July 2d, 1578. It is very remarkable, that this island had been the scene of another affair, precisely of the same nature, fifty-eight years before, when Magellan caused John de Carthagena, who was joined in commission with him by the King of Spain, to be hanged for the like offence; and hence it was called the Island of True Justice.[1]

As to the imputations which this matter brought upon Drake, we will first cite what Camden says of this transaction.[2] "On the 26th of April, entering into the mouth of the River of Plate, he saw an infinite number of sea-calves. From thence sailing into the haven of St. Julian, he found a gibbet, set up, as is thought, by Magellan, for the punishment of certain mutineers. In this very place, John Doughty, an industrious and stout man, and the next unto Drake, was called to his trial for raising a mutiny in the fleet, found guilty by twelve men after the English manner, and condemned to death, which he suffered undauntedly,

[1] Sir William Monson's Naval Tracts, p. 396.

[2] Annal. Eliz. p. 354.

tinued his voyage along the coasts of Chili and Peru, taking all opportunities of seizing Spanish ships, or of landing and attacking them on shore,

being beheaded, having first received the holy communion with Drake. And, indeed, the most impartial persons in the fleet were of opinion that he had acted seditiously, and that Drake cut him off as an emulator of his glory, and one that regarded not so much whom he himself excelled in commendations for sea matters, as who he thought might equal him. Yet wanted there not some who, pretending to understand things better than others, gave out that Drake had in charge from Leicester to take off Doughty upon any pretence whatever, because he had reported that the Earl of Essex was made away by the cunning practices of that earl." We find this matter touched in several other books, and particularly in two which were written on purpose to expose the Earl of Leicester, and perhaps deserving the less credit for that reason.[1]

It may be offered, in defence of Sir Francis Drake, that this man was openly put to death, after as fair a trial as the circumstances of time and place would permit; that he submitted patiently to his sentence, and received the sacrament with Drake, whom he embraced immediately before his execution. Besides these, there are two points which deserve particular consideration: *first*, that in such expeditions strict discipline and legal severity are often absolutely necessary; *secondly*, that as to the Earl of Essex, for whose death Doughty had expressed concern, he was Drake's first patron, and it is therefore very improbable he should destroy a man for endeavouring to detect his murder. We may add to all this, if liberty may be indulged to conjectures, that this man, presuming upon the Earl of Leicester's favour (who very probably

[1] Leicester's Commonwealth, p. 41; Leicester's Ghost, Stanzas 112, 113.

till his crew were sated with plunder; and then coasting North America, to the height of forty-eight degrees, he endeavoured to find a passage back into our seas on that side, which is the strongest proof of his consummate skill and invincible courage; for, if ever such a passage be found to the northward, this, in all probability, will be the method: and we can scarcely conceive a clearer testimony of an undaunted spirit, than attempting discoveries after so long, so hazardous, and so fatiguing a voyage.[p] Here, being disappointed of what he sought, he landed, and called the country New Albion, taking possession of it in the name, and for the use, of Queen Elizabeth; and, having careened his ship, set sail from thence, on the 29th of September, 1579, for the Moluccas. The reason

[p] Sir William Monson's Naval Tracts, p. 400. See also some remarks on this passage in Dampier's Voyages.

imposed him upon Drake to be rid of him), was thence encouraged to form designs against Drake; and this might also be the reason which hindered him from inclining to an absolute pardon, as doubting whether it was possible to trust one who had so far abused his confidence already, and whose known interest with so great a man might always enable him to find instruments, in case he was wicked enough to enter upon fresh intrigues. All this, however, is submitted entirely to the reader's judgment; since it is our design only to furnish proper lights from the intelligence which has come to our hands, but by no means to aim at imposing our sense of things upon the public.

of Captain Drake's choosing this passage round, rather than returning by, the Straits of Magellan, was partly the danger of being attacked at a great disadvantage by the Spaniards, and partly the lateness of the season, whence dangerous storms and hurricanes were to be apprehended.[q] Perhaps, too, he gave out amongst his seamen, that he was deterred by the confident, though false, report of the Spaniards, that the Straits could not be repassed.*

[q] See all the accounts of this voyage in the authors before mentioned.

* *That the Straits could not be repassed.*—In spreading this report, the Spaniards certainly acted very wisely, for it intimidated even the boldest navigators of other nations from attempting this passage, from an apprehension that, when they were once in those seas, they should never get out again; but either fall into the hands of the Spaniards, from whom they could hope no mercy, or perish by famine before they could possibly reach the East Indies.[t] It is very evident from Captain Drake's conduct, for we have no other way left of coming at his sentiments, that he had maturely weighed all these things before he left England. He carried five ships with him to Port St. Julian, that the people might be more at their ease, and have greater plenty of provisions; but when he came thither he broke up two of them, that there might be less danger of separating in strange seas, which, though it failed him, was, nevertheless, a just precaution. In the next place, it appears that he had formed a design of returning by a new passage, which, though often attempted on the other side, no Englishman could ever have thought to have tried in this manner, because, till he opened the way, none had the least

[t] See Observations on the Passage into the South Seas by the Straits of F. Magellan, together with an Account of the Voyages made through them down to Sir John Narborough's.

On the 13th of October he fell in with certain islands, inhabited by the most barbarous people he had met with in all his voyage. On the 4th of November he had sight of the Moluccas, and, coming to Ternate, was extremely well received by the king thereof, who appears, from the most

notion of entering these seas. Lastly, he had taken great care to victual himself properly, that if this design failed, as it did, he might be in a condition to follow the example of Magellan. In order to encourage his people to this, he seemed to give credit to the opinion propagated by the Spaniards, of the great danger in repassing the Straits of Magellan, which, however, were actually repassed by Captain John Winter, though Drake and his company could know nothing of this at that time. But, that Captain Drake could not apprehend any impossibility in the thing itself, we may be assured from hence, that in this very voyage he had not only passed the Straits, but had also been driven back again, not through the Straits indeed, but in the open sea; of which we have a very distinct account given us from his own mouth, by his relation, Sir Richard Hawkins, which is very curious, and well deserves the reader's notice:[1] "In all the Straits it ebbeth and floweth more or less, and in many places it riseth very little, but in some bays where are great in-draughts it rises eight or ten feet, and doubtless farther in more. If a man be furnished with wood and water, and the wind good, he may keep the main sea, and go round about the Straits to the southwards, and it is the shorter way; for, besides the experience which we made, that all the south part of the Straits is but islands, many times having the sea open, I remember that Sir Francis Drake told me, that,

[1] Observations in his Voyage to the South Sea, pp. 95, 96.

authentic relations of this voyage, to have been a wise and polite prince. On the 10th of December he made Celebes, where his ship unfortunately ran on a rock the 9th of January following, whence, beyond all expectation, and in a manner miraculously, they got off, and continued their course.

having shot the Straits, a storm took him first at north-west, and afterwards veered about to the south-west, which continued with him many days with that extremity that he could not open any sail, and that at the end of the storm he found himself in fifty degrees, which was sufficient testimony and proof that he was beaten round about the Straits; for the least height of the Straits is in fifty-two degrees and fifty minutes, in which stand the two entrances or mouths. And moreover, he said, that, standing about when the wind changed, he was not well able to double the southernmost island, and so anchored under the lee of it; and going ashore, carried a compass with him, and seeking out the southernmost part of the island, cast himself down upon the uttermost point, grovelling, and so reached out his body over it. Soon after he embarked, where he acquainted his people that he had been upon the southernmost known land in the world, and further to the southward upon it than any of them, or any man as yet known. These testimonies may suffice for this truth unto all but such as are incredulous, and will believe nothing but what they see; for my part, I am of opinion that the Strait is navigable all the year long, although the best time be in November, December, and January, and then the winds are more favourable, which at other times are variable, as in all narrow seas."

On the 16th of March he arrived at Java Major; thence he intended to have proceeded for Malacca, but found himself obliged to alter his purpose, and think of returning directly home.[r] On the 25th of March, 1580, he put this design in execution; and, on the 15th of June, he doubled the Cape of Good Hope, having then on board his ship fifty-seven men, and but three casks of water. On the 12th of July he passed the Line, reached the coast of Guinea on the 16th, and there watered. On the 11th of September he made the island of Tercera, and, on the 3d day of November the same year, entered the harbour of Plymouth. In this voyage he completely surrounded the globe, which no commander-in-chief had done before.[s] * His success in

[r] Hakluyt's Voyages, vol. iii. p. 748.

[s] Purchas's Pilgrims, vol. i. pp. 46—57; Hakluyt, vol. iii. p. 742.

* *Which no commander-in-chief had done before.*—The first into whose thoughts the possibility of this entered was the celebrated Christopher Columbus, whose knowledge in the art of navigation, when one considers the defects in philosophy and astronomy in his time, appears perfectly amazing.[1] Sir John Cabot, father to Sebastian Cabot, who was contemporary with Columbus, comprehended his principles perfectly, which induced him to propose to our King Henry the Seventh the finding a north-west passage. Ferdinand Magellan, a Portuguese by birth, offered his service to the crown of Spain, and proposed searching for a passage to the south, which was accepted. He sailed from St. Lucar, September the 20th, 1519; he found and passed the Straits, which bear his

[1] See his Life, written by his son, in the second volume of Churchill's Collection of Voyages.

the voyage, and the immense mass of wealth he brought home, raised much discourse throughout the kingdom, some highly commending, and some as loudly decrying him. The former alleged, that his exploit was not only honourable to himself, but to his country; that it would establish our reputation for maritime skill in foreign nations,

name, the next year, but in his return was killed in the East Indies. His ship came back safe to Spain; and as this was the first, so it was the only example that Captain Drake had to encourage him in his design; and, to balance this, there were a multitude of unfortunate attempts afterwards. In 1527, the Spaniards sent Garcia de Loaisa, a knight of Malta, with a squadron of seven ships, to follow the route of Magellan. He passed the Straits indeed; lost some of his ships in the South Seas; others put into the ports of New Spain; and only his vessel and another reached the East Indies, where himself and all his people perished. Another squadron of seven ships, fitted out by the Bishop of Placentia, had no better fortune; for, having reached the South Seas, they were so discouraged that they proceeded no farther. In 1526, the Genoese sent two ships to pass these Straits, of which one was cast away, and the other returned home without effecting any thing. Sebastian Cabot, in the service of the crown of Portugal, made the like trial; but, not being able to find the Straits, returned into the River of Plate. Americus Vespusius, from whom the New World received its name, undertook to perform, in the service of the crown of Portugal, what Cabot had promised; but this vain man was still more unlucky, for he could not find either

and raise a useful spirit of emulation at home; and that as to the money, our merchants having suffered deeply from the faithless practices of the Spaniards, there was nothing more just than that the nation should receive the benefit of Drake's reprisals. The other party alleged, that, in fact, he was no better than a pirate; that, of all others,

the Straits or the River of Plate. Some years after, the Spaniards equipped a stout squadron under the command of Simon de Alcasara, but, before they reached the height of the Straits, the sailors mutinied, and obliged their commander to return.[1] Such repeated misfortunes discouraged even the ablest and boldest seaman; so that, from this time, both Spaniards and strangers dropped all thoughts of emulating Magellan; and highly probable it is, that, if Captain Drake had fully disclosed his design, he had not been more fortunate than the rest. His courage, therefore, may well be admired, who durst endeavour an enterprise, the declaring of which had infallibly destroyed it: and his sagacity in navigating seas wholly unknown, as well in his return as in his going out (for not a man on board his ship had ever seen the Cape of Good Hope), can hardly be enough admired. His intrepidity in sailing so far to the north, in hopes of coming that way home, was very surprising; and the methods he took through all the voyage to keep his people steady, in full spirits, and, for the most part, in good health, must give us a very high idea of his capacity; and therefore, we need not at all wonder that, upon his coming to England, his fame rose to such a height as to provoke envy as well as praise.

[1] See large accounts of these voyages in Eden, Hakluyt, and Purchas.

it least became a trading nation to encourage such practices; that it was not only a direct breach of all our late treaties with Spain, but likewise of our old leagues with the house of Burgundy; and that the consequences would be much more fatal than the benefits reaped from it could be advantageous. Things continued in this uncertainty during the remainder of the year 1580, and the spring of the succeeding year. At length they took a better turn; for, on the 4th of April, 1581, her Majesty going to Deptford in Kent, went on board Captain Drake's ship, where, after dinner, she conferred on him the honour of knighthood, and declared her absolute approbation of all that he had done, to the confusion of his enemies, and to the great joy of his friends.[t] She likewise gave directions for the preservation of his ship, that it might remain a monument of his own and his country's glory. In process of time, the vessel decaying, it was broken up; but a chair, made of the planks, was presented to the University of Oxford, and is still preserved.[u] * In 1585, he sailed again to the West

[t] Camden's Annals, p. 351; Sir Wm. Monson's Naval Tracts, p. 400; Stowe's Ann. p. 689; Hollinshed; Speed.

[u] See Mr. Cowley's Poems, edit. 1680, pp. 8, 42.

* *And is still preserved.* — It is observed by Mr. Camden, that, when the queen went to dine on board the Golden Hind, there was such a concourse of people that the wooden bridge over which they passed broke, and upwards of an hundred persons

Indies, having under his command Captain Christopher Carlisle, Captain Martin Frobisher, Captain Francis Knollys, and many other officers of great

fell into the river; by which accident, however, there was nobody hurt; as if, says he, that ship had been built under some lucky constellation. Upon this occasion the following verses, made by the scholars of Winchester College, were nailed to the mainmast.[1]

[1] Camden's Annals, p. 359.

Plus ultra, Herculeis inscribas, Drace, columnis,
Et magno, dicas, Hercule major ero.

In English thus:

His pillars pass'd, thou, Drake, may'st boldly claim,
Than Hercules the great, a greater name.

Drace, pererrati quem novit terminus orbis,
Quemque simul mundi vidit uterque Polus;
Si taceant homines, facient te sidera notum.
Sol nescit comitis non memor esse sui.

Which may be rendered:

Exposed to thee have earth's last limits been,
Thou at like distance both the Poles hast seen;
Were mankind mute, the stars thy fame would blaze,
And Phœbus sing his old companion's praise.

Digna ratis quæ stet radiantibus inclyta stellis;
Supremo cœli vertice digna ratis.

Thus translated:

Amidst the stars, thy ship were fitly placed,
And stars, in gracing it, be doubly graced.

[1] Britannia, 2d edition, pp. 1263, 1264.

The same learned author, in another famous work of his,[1] takes notice of a circumstance very extraordinary in relation to this

reputation. In that expedition he took the cities of St. Jago, St. Domingo, Carthagena, and St. Augustin; exceeding even the expectation of his friends,

celebrated ship, which is so strange in itself, that we should have passed it by in a writer of less credit; but what Camden thought fit to record of things happening in his own time, it might be justly thought a fault in us to omit. Speaking of the shire of Buchan in Scotland, he says: "It is hardly worth while to mention the *clayks*, a sort of geese, which are believed by some, with great admiration, to grow upon trees on this coast and in other places, and, when they are ripe, to fall down into the sea, because neither their nests nor eggs can any where be found. But they who saw the ship in which Sir Francis Drake sailed round the world, when it was laid up in the river Thames, could testify that little birds bred in the old rotten keels of ships, since a great number of such, without life and feathers, stuck close to the outside of the keel of that ship. Yet I should think that the generation of these birds was not from the logs of wood, but from the sea, termed, by the poets, the parent of all things." But to proceed in our narration. Time, that destroys all things, having made great breaches in this ship, which for many years had been contemplated with just admiration at Deptford, it was at length broke up; and a chair, made out of the planks, was, by John Davies, Esq., presented to the University of Oxford, upon which the famous Abraham Cowley made the following epigram, that neither the hero nor his vessel might want the assistance of the Muses to render them immortal:[1]

[1] Cowley's Works, vol. ii. p. 563.

To this great ship, which round the world has run,
And match'd in race the chariot of the sun;

and the hopes of the common people, though both were sanguine to the last degree.[x] Yet the profits of this expedition were but moderate; the design of Sir Francis being rather to weaken the enemy than to enrich himself.[y] In 1587 he proceeded to Lisbon with a fleet of thirty sail; and having intelligence of a great fleet assembled in the bay of Cadiz, which was to have made part of the armada, he, with great courage, entered that port, and burnt there upwards of ten thousand tons of shipping; and after having performed all the service that the state could expect, he resolved to do his utmost to content the merchants of London, who had con-

[x] Hakluyt, vol. iii. p. 534; Sir Wm. Monson's Naval Tracts, p. 269; Camden's Annals. p. 353; Stowe's Ann. p. 709; Hollinshed; Speed.

[y] Sir William Monson's Naval Tracts, p. 170.

This Pythagorean ship (for it may claim,
Without presumption, so deserved a name),
By knowledge once, and transformation now,
In her new shape, this sacred port allow.
Drake and his ship could not have wish'd from Fate
An happier station, or more blest estate.
For lo! a seat of endless rest is given
To her in Oxford, and to him in heaven.

To this let us add another, hitherto unpublished

Thy glory, Drake, extensive as thy mind,
No time shall tarnish, and no limits bind:
What greater praise, than thus to match the sun
Running that race which cannot be outrun!
Wide as the world thou compass'd, spreads thy fame,
And with that world an equal date shall claim.

tributed, by a voluntary subscription, to the fitting-out of his fleet. With this view, having intelligence of a large carrack expected at Tercera from the East Indies, thither he sailed; and though his men were severely pinched for want of victuals, yet, by fair words and large promises, he prevailed upon them to endure these hardships for a few days, within which space the East India ship arrived, which he took, and carried home in triumph; so that throughout the whole war there was no expedition so happily conducted as this, with respect to reputation or profit;[z] and therefore we need not wonder, that, upon his return, the mighty applause he received might render him somewhat elate, as his enemies report it did; but certain it is, that no man's pride had ever a happier turn, since it always vented itself in service to the public.*

[z] Stowe's Annals, p. 808; Sir Wm. Monson's Naval Tracts, p. 170.

* *Since it always vented itself in service to the public.* — It must be observed, that though, in his voyage round the world, our gallant seaman had the queen's commission, yet he had not the honour to command any of the queen's ships. But, in the expedition of 1585, Sir Francis Drake went on board one man-of-war, and his vice-admiral, Frobisher, was in another.[1] In this last enterprise, in 1587, he had four of the queen's ships, and twenty-six sail of several sizes fitted out by the merchants of London; so that, if we consider the expectations which his former successes had raised, his having now several interests to serve, and

[1] See the several authors referred to in the text.

Thus, at this time, he undertook to bring water into the town of Plymouth, through the want of which, till then, it had been grievously distressed; and he performed it by conducting thither a stream from springs at eight miles' distance, that is to say, in a straight line; for, in the manner by which he brought it, the course it runs is upwards of twenty miles.[a] In 1588 Sir Francis Drake was appointed vice-admiral under Charles Lord Howard of Effingham, high admiral of England. Here his fortune favoured him as remarkably as ever, for he made prize of a very large galleon commanded by Don Pedro de Valdez, who yielded on the bare mention

[a] Westcot's Survey of Devonshire, MS.; Stowe's Ann. p. 808.

those, in a manner, opposite to each other, one cannot but admit, that this fortune was very singular, as well as his conduct great, that could give full satisfaction to all. Yet this he did in so high a degree, that Sir William Monson confesses, in his Naval Tracts, envy herself knew not what to object, either to the management or the issue of this voyage.[1] If, therefore, Sir Francis Drake bore his head a little higher upon his return, it was highly pardonable; and all that we find objected to him is no more than this, that, in the soldier-like language of that time, he very merrily called this, *burning the King of Spain's beard*.[2] This expression was indeed blunt and coarse enough, and yet there is something in it expressive: it is on all hands allowed that he did infinite mischief, and retarded thereby the coming of the armada for a whole year.

[1] Naval Tracts, p. 170.

[2] Bacon's Works, vol. iii. p. 523.

of his name. In this vessel fifty thousand ducats were distributed among the seamen and soldiers, which preserved that love they had always borne to their valiant commander. It must not, however, be dissembled, that, through an oversight of his, the admiral ran the utmost hazard of being taken by the enemy; for Drake being appointed, the first night of the engagement, to carry lights for the direction of the English fleet, he, being in full pursuit of some hulks belonging to the Hanse Towns, neglected it, which occasioned the admiral's following the Spanish lights, and remaining almost in the centre of their fleet till morning. However, his succeeding services sufficiently effaced the memory of this mistake, the greatest execution done on the flying Spaniards being performed by the squadron under his command.[b] * The next year he commanded as admiral at sea the fleet sent to restore Don Antonio, king of Portugal, the command of

[b] Camd. Ann. pp. 565, 573; Hakluyt's Voyages, vol. i. p. 602; Sir Wm. Monson's Naval Tracts, p. 172; Stowe; Hollinshed; Speed. See also the art. Devereux (Robert I.) Earl of Essex.

* *Being performed by the squadron under his command.* — We will begin this note with observing, that, a little before this formidable Spanish armament put to sea, the ambassador of his Catholic Majesty had the confidence to propound to Queen Elizabeth, in Latin verse, the terms upon which she might hope for peace; which, with an English translation by the facetious Dr. Fuller,[1] we will present to the view of the reader; the rather, because it

[1] Holy State, p. 303.

the land forces being given to Sir John Norris. They were hardly got out to sea before the commanders differed; though it is on all hands agreed,

appears that Drake's expeditions to the West Indies make a part of this message. The verses are these:

Te veto ne pergas bello defendere Belgas:
Quæ Dracus eripuit, nunc restituentur oportet:
Quas pater evertit jubeo te condere cellas:
Religio Papæ fac restituetur ad unguem.

In English:

These to you are our commands,
Send no help to the Netherlands;
Of the treasure took by Drake,
Restitution you must make;
And those abbeys build anew
Which your father overthrew,
If for any peace you hope,
In all points restore the Pope.

The queen's extempore return:

Ad Græcas, bone Rex, fient mandata calendas.

Worthy King, know this your will
At Lattar Lammas we'll fulfil.

There is a letter still preserved by Strype, written by Sir Francis Drake to the Lord High Treasurer Burleigh, dated June 6, 1588, wherein he acquaints him that the Spaniards were approaching, and that though their strength outwent report, yet the cheerfulness and courage which the lord admiral expressed, gave all who had the honour to serve under him assurance of victory. This compliment, which sure was very well turned, proved also a pro-

that there never was an admiral better disposed with respect to soldiers than Sir Francis Drake. The ground of their difference was this: the general

phecy, which Sir Francis had his share in fulfilling.[1] On the 22d of July, Sir Francis observing a great Spanish ship, commanded by Don Pedro de Valdez, who was reputed the projector of this invasion, floating at a distance from both fleets, sent his pinnace to summon those who were on board to yield. Valdez, to maintain his credit and pretence to valour, returned, that they were four hundred and fifty strong, that he himself was Don Pedro, and stood much upon his honour, and thereupon propounded several conditions upon which he was willing to yield: but the vice-admiral replied, that he had no leisure to parley, but, if he thought fit instantly to yield, he might; if not, he should soon find that Drake was no coward. Pedro hearing it was Drake, whose name was so terrible to the Spaniards, presently yielded, and, with forty-six of his attendants, came aboard Sir Francis's ship, where, giving him the solemn Spanish congé, he protested, "that they were all resolved to have died fighting, had they not fallen into his hands, whose felicity and valour was so great, that Mars the god of war, and Neptune the god of the sea, seemed to wait upon all his attempts, and whose noble and generous carriage toward the vanquished had been oft experienced by his foes." Sir Francis, to requite these Spanish compliments with real English kindness, set him at his own table, and lodged him in his own cabin, sending the rest of his company to Plymouth. Drake's soldiers were well recompensed with the plunder of this ship, wherein they found fifty-five thousand ducats of gold, which they joyfully shared amongst them.[2] This Don Pedro Valdez

[1] This letter was formerly among the Lord Burleigh's MSS. Strype's Ann. vol. iii. p. 523.

[2] English Hero.

was bent on landing at the Groyne, whereas Sir Francis and the sea officers were for sailing to Lisbon directly, in which, if their advice had been

remained above two years Sir Francis Drake's prisoner in England; and when he was released, paid him, for his own and his two captains' liberties, a ransom of three thousand five hundred pounds.[1] The Spaniards, notwithstanding their loss was so great and their defeat so notorious, took great pains to propagate false stories, which in some places gained so much credit as to hide their shame. This provoked all good Englishmen, and amongst them none more than Sir Francis Drake, who, to shew that he could upon occasion draw his pen as well as his sword, vouchsafed this refutation of their romances:[2] "They were not ashamed to publish, in sundry languages in print, great victories in words, which they pretended to have obtained against this realm, and spread the same in a most false sort over all parts of France, Italy, and elsewhere; when, shortly after, it was happily manifested in very deed to all nations, how their navy, which they termed invincible, consisting of one hundred and forty sail of ships, not only of their own kingdom, but strengthened with the greatest argosies, Portugal carracks, florentines, and large holks of other countries, were, by thirty of her Majesty's own ships of war, and a few of our own merchants, by the wise, valiant, and advantageous conduct of the Lord Charles Howard, high admiral of England, beaten and shuffled together even from the Lizard in Cornwall, first to Portland, where they shamefully left Don Pedro de Valdez with his mighty ship; from Portland to Calais, where they lost Hugh de Moncado, with the galleys of which he was captain; and from Calais, driven with squibs from their anchors, were chased out of

[1] Strype's Annals. vol. iii. p. 523; Life of Sir Francis Drake, p. 195.

[2] Strype's Annals, vol. iii. pp. 531, 532.

taken, without question their enterprise had succeeded, and Don Antonio been restored. For it afterwards appeared, on their invading Portugal, that the enemy had made use of the time they gave them to so good purpose, that it was not possible to make any impression. Sir John Norris, indeed, marched by land to Lisbon, and Sir Francis Drake very imprudently promised to sail up the river with his whole fleet; but when he saw the consequences which would have attended the keeping his word, he chose rather to break his promise

the sight of England, round about Scotland and Ireland: where, for the sympathy of their religion, hoping to find succour and assistance, a great part of them were crushed against the rocks, and those other that landed, being very many in number, were, notwithstanding, broken, slain, and taken. And so sent from village to village, coupled in halters, to be shipped into England, where her Majesty, of her princely and invincible disposition, disdaining to put them to death, and scorning either to retain or entertain them, they were all sent back again to their countries, to witness and recount the worthy achievement of their invincible and dreadful navy. Of which the number of soldiers, the fearful burthen of their ships, the commanders' names of every squadron, with all other their magazines of provisions, were put in print, as an army and navy irresistible and disdaining prevention; with all which their great terrible ostentation, they did not, in all their sailing round about England, so much as sink or take one ship, bark, pinnace, or cock-boat, of ours, or even burnt so much as

than to hazard the queen's navy; for which he was grievously reproached by Norris, and the miscarriage of the whole affair was imputed to his failure in performing what he had undertaken: yet Sir Francis fully justified himself on his return, for he made it manifest to the queen and council, that all the service that was done was performed by him, and his sailing up the river of Lisbon would have signified nothing to the taking the castle, which was two miles off, and that without reducing it there was no taking the town.[c] * The war with

[c] Camd. Ann. pp. 601—606; Sir Wm. Monson's Naval Tracts, p. 174; Stowe's Ann. p. 755; Hollinshed; Speed.

one sheepcote on this land." If the knowledge of a writer, with respect to the subject which employs his pen, ought to render his relation more credible; or if the quality of an author can add any weight to his productions, this will not fail of being esteemed as well as believed. To speak the truth plainly, there is not perhaps in our own, or in any other language, within so narrow a compass, so full, so perspicuous, and so spirited a relation of a transaction, glorious as this was, extant in any history. Indeed, what wonder, if the defeat of the Spaniards be as finely painted by the pen, as it was gallantly achieved by the sword, of Sir Francis Drake!

[c] *There was no taking the town.*—Before this expedition, all difficulties, however great, were seen to bend before the fortune of Sir Francis Drake. But whether it was the strange division of command, for there were two generals-in-chief declared, and a third who expected to command them, though without a commission; whether they were deceived in the furnishing the fleet,

Spain still continuing, and it being evident that nothing galled the enemy so much as the losses they met with in the Indies, a proposition was made to the queen by Sir John Hawkins and Sir Francis Drake, the most experienced seamen in her kingdom, for undertaking a more effectual expedition into those parts than had hitherto been made through the whole course of that war; and, at the same time, they offered to be at a great part of the expense themselves, and to engage their friends to bear a considerable proportion of the rest.[d] The

[d] Camd. Ann. pp. 698—700; Sir William Monson's Naval Tracts, pp. 182, 183; Hakluyt, vol. iii. p. 583; Purchas's Pilgrims, vol. iv. p. 1183; Stowe's Ann. p. 807.

which would not have been the case if the sole management had been committed to Sir Francis Drake; or whether their hopes failed them in Portugal; so it was, that, with respect to the great end of their expedition, they miscarried; and, as they carried Don Antonio out with strong hopes of leaving him a king; so, when they brought him home, he left all his hopes behind.[1] In most of our histories, many aspersions are thrown upon Sir Francis Drake; and Sir William Monson very impartially professes, that he cannot excuse his breaking his promise to Sir John Norris, though he allows the thing was impracticable. Now, though the breaking a promise be a bad thing, one might be tempted to think, that not being able to keep it is a pretty tolerable excuse. The queen and her council understood it so; for Sir Francis alleged, and it could not be denied, that the very time they spent at the Groyne the Spaniards employed in fortifying Lisbon, which was the reason he opposed that measure.[2] He shewed, that whatever was done there or elsewhere for the credit of the nation, was

[1] Camd. Ann. Eliz. p. 606; Stowe's Ann. p. 755.

[2] Monson's Naval Tracts, p. 174.

queen readily gave ear to this motion, and furnished, on her part, a stout squadron of men-of-war, on board one of which, the Garland, Sir John Hawkins embarked. Their whole force consisted of twenty-seven ships and barks, and on board them were about two thousand five hundred men. Of all the enterprises throughout the war, there was none of which so great hope was conceived as of this, and yet none succeeded worse. The fleet was detained, for some time after it was ready, on the English coast, by the arts of the Spaniards, who, having intelligence of its strength, and of the ends for which it was intended, they conceived, that the

performed solely by the fleet and by his orders, in consequence of which a large fleet, laden with naval stores from the Hanse Towns, was taken, and a great quantity of ammunition and artillery. He farther shewed, that, had it not been for the fleet, the army must have been starved; and that, if they had stayed any longer, neither fleet nor army could have returned home; all which distresses arose from their not going about their principal business at first, which was what he advised: but, when he found he could not prevail upon some men to manage their own affairs right, he contented himself with managing, as well as he could, those that were immediately within his own province; and with respect to these, even the censurers of this expedition admit that nobody could have managed them better. Happy for Sir Francis Drake, if, upon his receiving this first check at play, he had withdrawn his stake.

only means whereby it might be disappointed was by procuring some delay; in order to which they gave out, that they were ready themselves to invade England; and to render this the more probable, they actually sent four galleys to make a descent on Cornwall.[e] By these steps they carried their point; for, the queen and the nation being alarmed, it was by no means held proper to send so great a number of stout ships on so long a voyage at so critical a juncture. At last, this storm blowing over, the fleet sailed from Plymouth on the 28th of August, in order to execute their grand design of burning Nombre de Dios, marching thence by land to Panama, and there seizing the treasure which they knew was arrived from Peru. A few days before their departure, the queen sent them advice that the plate fleet was safely arrived in Spain, excepting only one galleon, which, having lost a mast, had been obliged to return to Porto Rico. The taking of this vessel she recommended to them as a thing very practicable, and which could prove no great hindrance to their other affair. When they were at sea the generals differed, as is usual in conjunct expeditions. Sir John Hawkins was for executing immediately what the queen had commanded, whereas Sir Francis Drake inclined

[e] Camd. Ann. p. 697.

to go first to the Canaries, being pressed thereto by Sir Thomas Baskerville, in which he prevailed; but the attempt they made was unsuccessful, and then they sailed for Dominica, where they spent too much time in refreshing themselves, and setting up their pinnaces. In the mean time the Spaniards had sent five stout frigates to bring away the galleon from Porto Rico, having exact intelligence of the intention of the English admirals to attempt that place. On the 30th of October Sir John Hawkins weighed from Dominica, and, in the evening of the same day, the Francis, a bark of about thirty-five tons, and the sternmost of Sir John's ships, fell in with the five sail of Spanish frigates before mentioned, and was taken; the consequences of which being foreseen by Sir John, it threw him into a fit of sickness, of which, or rather of a broken heart, he died on the 12th of November, 1595.[f] At this time they were before Porto Rico, and the very same evening Sir John Hawkins died. While the great officers were at supper together, a cannon-shot from the fort pierced the cabin, killed Sir Nicholas Clifford, wounded Captain Stratford, and mortally wounded Mr. Brute Browne, striking the stool from under Sir Francis Drake, who was drinking, without doing him any hurt at all. The next

[f] Sir Wm. Monson's Naval Tracts, p. 183, MS. Remarks on Hakluyt.

day, November 13th, 1595, the general, pursuant to the resolution of a council of war, made a desperate attack on the shipping in the harbour of Porto Rico, which was attended with great loss to the Spaniards, yet with very little advantage to the English, who meeting with a more resolute resistance and much better fortifications than they expected, were obliged to sheer off. The admiral then steered for the main, where he took the town of Rio de la Hacha, which he burnt to the ground, — a church, and a single house belonging to a lady, only excepted. After this he destroyed some other villages, and then proceeded to Santa Martha, which he likewise burned. The like fate had the famous town of Nombre de Dios, the Spaniards refusing to ransom any of these places, and the booty taken in them being very inconsiderable. On the 29th of December, Sir Thomas Baskerville marched, with seven hundred and fifty men, towards Panama, but returned on the 2d of January, finding the design of reducing that place to be wholly impracticable. This disappointment made such an impression on the admiral's mind, that it threw him into a lingering fever, attended with a flux, of which he died on the 28th of the same month, about four in the morning; though Sir William Monson hints, that there were

great doubts whether it was barely his sickness that killed him.* Such was the end of this great man, when he had lived fifty-five years,[g] according

[g] Hakluyt, vol. iii. p. 583; Purchas's Pilgrims, vol. iv. p. 1183; Sir Wm. Monson's Naval Tracts, p. 132; Stowe's Ann. p. 808; Camd. Ann. p. 700; English Hero, p. 206; Fuller's Worthies, p. 261.

* *Whether it was barely his sickness that killed him.*—In the text we have stated the facts according to the lights given us, and from the authorities of the best writers in those times. We will, in this note, endeavour to clear up some passages that might otherwise seem obscure; and by doing this we shall, in some measure, enable the reader to form a just notion as to his death. Sir Francis Drake and Sir John Hawkins were, without doubt, two of the most experienced officers that those stirring times and that glorious reign had bred. Each of them had his reasons for undertaking that expedition, and both of them acted from motives of honour. They knew well the situation of the countries which were to be the scene of their actions; and the plan they laid was equally worthy of the great experience they had, and the high reputation raised thereby. In few words, their aim was to plunder and destroy Nombre de Dios, to force a passage through the isthmus, and then to make themselves masters of Panama; which done, they were to act as circumstances should direct.[1] The preparations made for their voyage, chiefly at the expense of the general, were such as could not be concealed. The Spaniards, being apprised of these, alarmed England, and thereby gained time to send advice into America. When, after many months' delay, the queen allowed them to proceed, she charged him with another project, which was attacking Porto Rico, where, according to her information (and it was true), the whole cargo of a rich galleon was deposited.[2] When they were at sea, Sir Thomas Baskerville started a third project, which was reducing one of the

[1] It was upon this plan they formed the offer they made to the queen, and, no doubt, had good intelligence.

[2] Hakluyt's Voyages, vol. iii. p. 583; Purchas's Pilgrims, vol. iv. p. 1183; Stowe's Ann. p. 808.

to some, but, according to our computation, fifty-one;[h] but his memory will survive as long as that world lasts which he first surrounded. His death

[h] In the margin of Stowe's Annals he is said to have died at fifty-five; but, from all the passages in that account of him, he appears to have been no older than we have reported him.

Canary islands; to which Sir Francis Drake assented, as believing, that, whatever became of their expedition, the conquest of that island would be of very great importance to the nation.[1] Their miscarriage in that was many ways detrimental, but chiefly through this which they did not foresee, that it gave time for the court of Spain to send five frigates, with nine hundred regular troops on board, to St. John de Porto Rico. Of this they had no suspicion, and therefore they spent more time than they needed to have done before they went thither; and the bark Francis being taken in their passage, Sir John Hawkins truly foresaw what afterwards happened, that the Spaniards, by the help of the reinforcement that squadron carried, would be too strong for them. The sad accident of his death, and of two principal commanders desperately wounded the same evening, damped the spirits of the soldiers and seamen exceedingly. General Drake himself, when he took his leave of Mr. Brown in order to go to the attack, could not help saying, "*Brute, Brute,* (that was his Christian name,) *how heartily could I lament thy fate, but that I dare not let my spirits sink now.*"[2] The several enterprises that followed were to gratify other men's projects; but at last Sir Francis Drake returned to his first design, and made an attempt upon the isthmus; but the Spaniards were too well provided, so that he plainly saw things went not with him as in former days. The whole of this expedition was a series of misfortunes, in which Providence made use of their own counsels to destroy them. If they had gone at first to Porto Rico, they had done the queen's business and their own.

[1] English Hero, p. 206.

[2] Fuller's Holy State, p. 129.

was generally lamented by the whole nation, but more especially by his countrymen, who had great reasons to love him from the circumstances of his private life, as well as to esteem him in his public character. He was elected burgess for the town of Bossiney, alias Tintagal, in the county of Cornwall, in the parliament held the twenty-seventh of Queen

If, when they had intelligence of the Spanish succours being landed there, they had proceeded directly to the isthmus, in order to have executed their designs against Panama, before their forces had been weakened by that desperate attack, they might possibly have accomplished their first intention; but grasping too many things spoiled all. A very strong sense of this threw Sir Francis Drake into a melancholy, which occasioned a bloody flux, the natural disease of the country, that brought him to his end.[1] His body, according to the custom of the sea, was sunk very near the place where he first laid the foundation of his fame and fortune. This appears to be a plain and probable relation of the end of this great man. If the reader has a mind to see it set in a stronger light, Mr. Fuller shall afford him that satisfaction, which will be heightened by knowing that he wrote from the mouth of Henry Drake, Esq., who accompanied his cousin in that unfortunate expedition.[2] "Now began the discontent of Sir Francis to feed upon him. He conceived that expectation, a merciless usurer, computing each day since his departure, exacted an interest and return of honour and profit proportionable to his great preparations, and transcending his former achievements. He saw that all the good which he had done in this voyage consisted in the evil

[1] Camd. Ann. Eliz. p. 700; Sir Wm. Monson's Tracts, p. 132.

[2] Fuller's Holy State, pp. 130, 131.

Elizabeth; and for the town of Plymouth, in Devonshire, in the thirty-fifth of the same reign.[i] It is, indeed, true that he died without issue, but not that he lived and died a bachelor, as several authors have written;[k] for he left behind him a widow, Elizabeth,[l] daughter and sole heiress of Sir George Sydenham, of Combe-Sydenham, in the county of

[i] Willis's Notitia Parliamentaria, vol. ii. pp. 122, 295.

[k] Fuller's Worthies, p. 261.

[l] Prince's Worthies of Devon, p. 244; English Baronetage, vol. i. p. 531.

he had done to the Spaniards afar off, whereof he could present but small visible fruits in England. These apprehensions accompanying, if not causing, the disease of the flux, wrought his sudden death; and sickness did not so much untie his clothes, as sorrow did rend at once the robe of his mortality asunder. He lived by the sea, died on it, and was buried in it. Thus an extempore performance, scarce heard to be begun before we hear it is ended, comes off with better applause, or miscarries with less disgrace, than a long-studied and openly premeditated action. Besides, we see how great spirits, having mounted up to the highest pitch of performance, afterwards strain and break their credits in striving to go beyond it. Lastly, God oftentimes leaves the brightest men in an eclipse, to shew that they do but borrow their lustre from his reflection. We will not justify all the actions of any man, though of a tamer profession than a sea captain, in whom civility is often counted preciseness. For the main, we say, that this our captain was a religious man towards God, and his houses, generally speaking, churches, where he came chaste in his life, just in his dealings, true of his word, and merciful to those that were under him, hating nothing so much as idleness."

Devon, knight, who afterwards married William Courteney, Esq. of Powderham Castle, in the same county. It was not the custom of those times to set up cenotaphs, at least for private persons, otherwise one might have expected some monument should have been erected to the memory of Sir Francis Drake. Indeed it was needless: for his picture was common, not only here, but in all parts of Europe, insomuch that a disturbance was occasioned at Rome by the imprudence of a famous painter, who caused the head[m] of Sir Francis Drake to be hung up, in a public place, next to that of his Catholic Majesty. Hitherto we have spoken of his public actions; let us now, as we have ample and excellent materials, discourse somewhat of his person and character. He was low of stature, but well set; had a broad, open chest, a very round head, his hair of a fine brown, his beard full and comely, his eyes large and clear, of a fair complexion, with a fresh, cheerful, and very engaging countenance.[n] As navigation had been his whole study, so he understood it thoroughly, and was a perfect master in every branch, especially in astronomy, and in the application thereof to the nautic art. As all men have enemies, and all eminent men abundance of them, we need not wonder that

[m] Strype's Annals, vol. iii. p. 540.

[n] Stowe's Annals, p. 808; Fuller's Holy State, p. 131.

Sir Francis Drake, who performed so many great things, should have as much ill spoken of him as of any man of the age in which he lived. Those who disliked him alleged that he was a man of low birth, haughty in his temper, ostentatious, self-sufficient, an immoderate speaker, and, though indisputably a good seaman, no great general; in proof of which they took notice of his neglecting to furnish his fleet thoroughly in 1585; his not keeping either St. Domingo or Carthagena after he had taken them; the slender provision he made in his expedition to Portugal; his breaking his word to Sir John Norris, and the errors he committed in his last undertaking.° In excuse of these it is said, that the glory of what he did might very well remove the imputation of his mean descent; what was thought haughtiness in him might be no more than a just concern for the support of his authority; his display of his great services a thing incident to his profession; and his love of speaking qualified by his wisdom and eloquence, which hindered him from ever dropping a weak or an ungraceful expression. In equipping his fleet, he was not so much in fault as those whom he trusted: sickness hindered his keeping the places he took in the West Indies; his counsels were continually

° Sir William Monson's Naval Tracts, p. 399; Purchas's Pilgrims, vol. vi. p. 1165; Stowe's Ann. p. 808.

crossed by the land officers in his voyage to Portugal; and as to his last attempt, the Spaniards were certainly well acquainted with his design, at least as soon as he left England, if not before. His voyage round the world, however, remains an incontestable proof of his courage, capacity, patience, quick-sightedness, and public spirit; since therein he did every thing that could be expected from a man who preferred the honour and profit of his country to his own reputation or private gain.[p] *

[p] Camd. Ann. p. 351; The World encompassed, p. 18; Sir Wm. Monson's Naval Tracts, p. 399; English Hero, p. 206.

* *To his own reputation or private gain.*—The materials that I have collected from several writers in that age, and which are to be digested into this note, will, I hope, sufficiently justify what is advanced in the text; and shew, that if Sir Francis Drake amassed a large fortune to himself, by continually exposing himself to labours and perils which hardly any other man would have undergone, for the sake even of the greatest expectations, he was far from being governed by a narrow and private spirit. On the contrary, his notions were free and noble; and the nation stands indebted to his memory for advantages infinitely greater than are commonly imagined.

1. He was the great author of our navigation to the West Indies; for, though he was not the first that went thither, yet, after the severe check that Sir John Hawkins met with when Drake commanded the Judith, our seamen were much discouraged, and, in all probability, would scarcely have adventured upon any expeditions of that sort in haste, if he had not encouraged

It was the felicity of our admiral to live under the reign of a princess who never failed to distinguish merit, or to bestow her favours where she

them by his two prosperous voyages. In these he acted with extraordinary caution, and was remarkably careful of the health and safety of his seamen, that he might beget in them not only a confidence in himself, but a thorough contempt of those vulgar fears, which represented voyages into that part of the world as so difficult and dangerous in many respects, besides that of falling into the hands of the Spaniards.[1] In this he succeeded so well, that, in the space of a very few years, many small vessels, most of them commanded by persons bred under him, followed that course, and, partly by trading, partly by privateering, brought great wealth into the nation, and accustomed the English mariners to traverse seas and visit ports, to which, but for his vigilance and good fortune, they had remained much longer strangers.[2] On this account, therefore, he may be considered, very justly, as the author of all our success in those parts: for, though several famous seamen engaged afterwards in expeditions of the like nature, and began to think of making settlements also in those remote parts, yet it was but in consequence of the lights he gave them, and from that spirit of emulation which was raised by the extensive reputation he had acquired.

[1] See Sir Richard Hawkins's Observations on his Voyage to the South Seas.

[2] Drake's Antiquities of York, p. 230.

II. He was also the first that shewed his own nation, what, till then, no other nation had ever attempted, that it was practicable, with a very small force, to act against the Spaniards, both by sea and land, as this nation have acknowledged, and attribute to him all the troubles they afterwards met with from the French

saw desert. Sir Francis Drake was always her favourite; and she gave a very lucky proof of it in respect to a quarrel he had with his countryman and Dutch, as well as from the English.[1] In his expedition of 1572, he had but two ships, if they might be so called, one of seventy tons, commanded by himself, the other of twenty-five tons, commanded by his brother John, and his whole force consisted but of seventy-three men and boys. Yet after he was discovered, and known to be upon the coast, and to have committed hostilities, he had the courage to resolve upon remaining there, and to do his business with pinnaces, finding his ships too large, and therefore intending to destroy one, and convert the other into a store-ship: but knowing that his seamen would never consent to this, though the ships were his own and the best part of his estate, he prevailed upon the carpenter of the lesser to bore holes in the bottom of her in the night, without so much as communicating the design to his own brother who commanded her. This happy temerity was followed by as much success as he could wish, since he kept the Bay of Mexico for many months in a manner blocked up, and his fertility in inventing expedients to answer all purposes, and to provide against all dangers, excited that amazing spirit amongst the seamen of his time that is scarcely credible in ours;[2] a spirit that rendered them so famous, as to occasion their being sought after and employed by all nations, but more especially the French and Dutch, as might be shewn from numerous instances.

[1] See the account of Captain Drake's expedition by Lopez the Spaniard, in Hakluyt.

[2] Camd. Brit. 2d edit. p. 34; English Hero.

III. His genius was far from being confined to small undertakings, though necessity compelled its first appearance in such: for, when he undertook his voyage round the world, he not only

Sir Bernard Drake, whose arms Sir Francis had assumed; which so provoked the other, who was a seaman likewise, that he gave him a box on the

framed the scheme in his own head, but kept it entirely within his own breast, bringing it out only by parts, as the execution required, and proposing nothing to be effected till he had made the necessary provisions for effecting it, though without any communication; by which he drew his people first into the South Seas, thence to the East Indies, and home by a route new to him and them, which he had never accomplished if his intentions had been foreseen from the beginning.[1] In 1585 he executed a great undertaking with a considerable force, having under him Captain Frobisher, and other able seamen, with like conduct and courage, and with dreadful destruction to the enemy; so that there is very little reason to regret Sir Philip Sidney's not going that voyage with him; nor will any wise man believe implicitly, on the credit of Sir Fulk Grevil, that Sir Francis Drake was less capable of performing any service in America than that excellent person,[2] or that he left him behind from a jealousy of his superior abilities.

[1] This Sir William Monson fairly acknowledges, though no great admirer of Sir Francis Drake.

[2] In his large Life of Sir Philip Sidney.

IV. We are assured by Camden,[3] and other writers, that Sir Francis Drake first brought tobacco into England, whence a certain writer, most unaccountably, took it into his head to conclude his life of Sir Francis Drake with a violent invective against that plant, and an outrageous abuse upon all who take it.[4] But men of milder tempers and clearer judgments will acknowledge, that Sir Francis was in this a very great benefactor to his country, since it will not be easy to name any one commodity through

[3] Camd. Ann. Eliz. p. 449.

[4] Winstanley's British Worthies, p. 211

ear. The queen took up the quarrel, and gave Sir Francis a new coat, which is thus blazoned: *Sable a fess wavy between two pole-stars argent;* and

which such vast advantages have accrued to this nation. It is true, that Sir Walter Raleigh is commonly entitled to this honour; but then it is grounded upon his bringing it into use by his own practice and example. Yet, in both of these truly great men, the good done to their country was but accidental; for we cannot suppose that either of them could foresee what prodigious wealth the cultivation of tobacco would bring into Great Britain; and yet this ought not to lessen in the least our gratitude or veneration towards their memories.

V. The last thing I have to say, and I say it upon the credit of Mr. Camden, is, that he was the author of our trade to the East Indies; for, as that learned writer informs us, the books, papers, and charts, that were found in the East India ship which he took in his return from his expedition to the coasts of Spain in 1587, gave those lights which encouraged the undertaking a trade to those parts, and produced an application to the queen, for establishing our first East India Company.[1] These are facts that are certainly worth the knowing, remembering, and considering, that we may do proper justice to the character of this illustrious person, who, as from low and mean beginnings he raised himself to move in a superior orb; so, by his example, he encouraged and raised those English fleets that have since given law in the seas, which he visited with barks so small, that they would now be scarcely thought capable of such a voyage. Let us conclude with a circum-

[1] Camd. Ann. Eliz. p. 551.

for his crest, *a ship on a globe under ruff,* held by a cable with a hand out of the clouds; over it this motto, *Auxilio divino,* underneath, *Sic parvis magna;*

stance, which, though not of so public, is yet not altogether of a private nature, and deserves to be remembered to the honour of this worthy person, and of Sir John Hawkins, who, in 1588, advised the establishment of the Chest at Chatham, for the relief of seamen wounded in their country's service.[1] They were, indeed, both remarkable for bearing in mind that they had been[2] once seamen themselves, as long as they lived; and, though they were very strict in maintaining discipline, yet they were so well obeyed, from a principle of affection, that instances of severity were things to which they were very seldom constrained.

[1] Camden's Britannia, p. 233.

[2] Sir Richard Hawkins's Observations on his Voyage to the South Seas, p. 288.

[Dr. Johnson, in his Life of Drake, written originally in the Gentleman's Magazine, but since printed in the first volume of Davies's Collection of Miscellaneous and Fugitive Pieces, asserts, without hesitation, that our great navigator was the son of a clergyman. In this the Doctor implicitly followed Camden; but our ingenious predecessor, who had taken uncommon pains upon the subject, was probably well-founded in his opinion, that Drake's father was only an honest sailor. Concerning young Drake's early diligence and fidelity, by which he so far obtained the favour of his master as to be left heir to his little vessel, Dr. Johnson remarks, that it is "a circumstance that deserves to be remembered, not only as it may illustrate the private character of this brave man,

in the rigging whereof is hung up by the heels *a wivern, gules,* which was the arms of Sir Bernard

but as it may hint, to all those who may hereafter propose his conduct for their imitation, that virtue is the surest foundation both of reputation and fortune, and that the first step to greatness is to be honest. If it were not," proceeds the Doctor, " improper to dwell longer on an incident at the first view so inconsiderable, it might be added, that it deserves the reflection of those who, when they are engaged in affairs not adequate to their abilities, pass them over with a contemptuous neglect, and, while they amuse themselves with chimerical schemes and plans of future undertakings, suffer every opportunity of private advantage to slip away, as unworthy their regard. They may learn, from the example of Drake, that diligence in employments of less consequence is the most successful introduction to greater enterprises."[1]

[1] Miscellaneous and Fugitive Pieces, vol. i. p. 160.

In one of Drake's adventures, during the expedition of 1572, he was the first person that leaped upon the shore; concerning which event Dr. Johnson has made the following ingenious and judicious reflections. " To leap upon the enemy's coast in sight of a superior force, only to shew how little they were feared, was an act that would in these times meet with little applause; nor can the general be seriously commended, or rationally vindicated, who exposes his person to destruction, and, by consequence, his expedition to miscarriage, only for the pleasure of an idle insult,—an insignificant bravado. All that can be urged in his defence is, that perhaps it might contribute to heighten the esteem of his followers; as few men, especially of that class, are philosophical

Drake.[q] Her Majesty's kindness, however, did not extend beyond the grave; for she suffered his

[q] Prince's Worthies of Devon, p. 245.

enough to state the exact limits of prudence and bravery, or not to be dazzled with an intrepidity, how improperly soever exerted. It may be added, that perhaps the Spaniards, whose notions of courage are sufficiently romantic, might look upon him as a more formidable enemy, and yield more easily to a hero of whose fortitude they had so high an idea." [1]

[1] Miscellaneous and Fugitive Pieces, vol. i. p. 173.

We are tempted to insert Dr. Johnson's remarks concerning some savage tribes discovered by Drake, who were quite naked, but who ornamented themselves with paint of several kinds, delineating generally the figures of the sun and moon, in honour of their deities. "It is observable," says the Doctor, "that most nations, amongst whom the use of clothes is unknown, paint their bodies. Such was the practice of the first inhabitants of our own country. From this custom did our earliest enemies, the Picts, owe their denomination. As it is not probable that caprice and fancy should be uniform, there must be, doubtless, some reason for a practice so general, and prevailing in distant parts of the world which have no communication with each other. The original end of painting their bodies was, probably, to exclude the cold; an end which, if we believe some relations, is so effectually produced by it, that the men thus painted never shiver at the most piercing blasts. But, doubtless, any people so hardened by continual severities would, even without paint, be less sensible of the cold than the civilised inhabitants of the same climate. However, this practice may contribute, in some degree, to defend them from the injuries

brother, Thomas Drake, whom he made his heir, to be prosecuted for a pretended debt to the crown,

of winter, and, in those climates where little evaporates by the pores, may be used with no great inconvenience; but in hot countries where perspiration in greater degree is necessary, the natives only use unction to preserve them from the other extreme of weather. So well do either reason or experience supply the place of science in savage countries."[1]

[1] Miscellaneous and Fugitive Pieces, vol. i. pp. 201, 202.

Dr. Johnson is unwilling to believe that the ill success of Sir Francis Drake's last voyage hastened his death. "Upon what," says he, "this conjecture is grounded, does not appear; and we may be allowed to hope, for the honour of so great a man, that it is without foundation; and that he, whom no series of success could ever betray to vanity or negligence, could have supported a change of fortune without impatience or dejection."[2] Notwithstanding the apparent justice, as well as candour, of this remark, we are afraid that it is not well founded. From the circumstances related in the note at p. 40, there is too much reason to apprehend that the chagrin of Drake's mind contributed to the acceleration of his decease.[3]

[2] Ibid. p. 234.

[3] Granger's Biographical History, vol. i. p. 242.

There are many prints of Sir Francis Drake, but the most authentic one is that which is given in the first edition of Harris's Voyages. It was engraved from an original picture, in the possession of Sir Philip Sydenham, bart., representative in parliament for the county of Somerset. It descended to Sir Philip from his ancestor, Sir George Sydenham, whose only daughter Sir Francis Drake married.]

which much diminished the advantages he would otherwise have reaped from his brother's succession.[r] This brother of his accompanied him in his last expedition, as his brother John and his brother Joseph had done in his first voyages to the West Indies, where they both died; and both Thomas and John left children behind them, whereas Sir Francis, and nine of his other brethren, died without.[s] As for the land estate which he had purchased, and which was very considerable (for though, on proper occasions, he was extremely generous, yet he was also a great economist), it came to his nephew and godson, Francis Drake, son to his brother Thomas,[t] who, by letters patent, dated August 2, 1622, in the twentieth year of the reign of King James the First, was created a baronet,[u] and, in the beginning of the next reign, was returned one of the knights of the shire for the county of Devon.[x] He was twice married; first to Jane, daughter of Sir Amias Bampfylde, of Poltimore, in the same county, knight, by whom he had a daughter that died an infant; and, secondly, to Joan, daughter of Sir William Strode, of Newman, knight, by whom he had four sons.[y] The eldest, Sir Francis Drake, bart., married Dorothy, the

[r] Sir Wm. Monson's Naval Tracts, p. 400.

[s] Stowe's Annals, p. 807; Fuller's Holy State, p. 129.

[t] English Baronetage, vol. i. p. 531.

[u] Sir William Dugdale's Catalogue, p. 93.

[x] Willis's Notitia Parliamentaria, vol. ii. p. 254.

[y] English Baronetage, vol. i. p. 532.

daughter of Mr. Pyn; but dying without issue, the title devolved upon his nephew by his second brother, Thomas, who became thereby Sir Francis Drake, bart., who frequently represented the town of Tavistock in parliament.[z] He was thrice married, but had no issue but by his last wife, who was the daughter of Sir Henry Pollexfen, knight, Lord Chief Justice of the Common Pleas: his son and successor by her was Sir Francis Henry Drake, bart., who died January 26, 1740, leaving issue by his wife, the sister of Sir William Heathcote, bart., three sons and two daughters.[a] The eldest of these, Sir Francis Henry Drake, bart., was, in 1750, the representative of this family, and member of parliament for Beeralston, in the county of Devon; and had in his possession a Bible, with an inscription indented on the edges, signifying, that it made the tour of the world with Sir Francis Drake.[b] There are many other relics preserved in the cabinets of the curious, in memory of this famous person; such as the staff made out of his ship before it was broken up, in that of Mr. Thoresby at Leeds;[c] and there is hardly any collection of English money, in which there are not pieces of Queen Elizabeth's coin, supposed to be marked with a *drake*, in honour

[z] Willis's Notitia Parliamentaria, p. 354.

[a] English Baronetage, vol. i. p. 532.

[b] From his own information.

[c] Ducatus Leodiensis; or, Topography of Leeds, p. 484.

of Sir Francis's voyage round the world, in the twenty-second year of her reign. I say, supposed, because some curious persons suggest, that this bird upon her coin is not a drake, but a dove; and consider this tradition as a vulgar error.[d] It may be so, indeed, for any thing we know with certainty; as, on the other hand, it may not be so, for any thing that has been said to the contrary. Two things, however, are certain; one, that there are a variety of marks upon the coin of that Queen, and the other, that they were sometimes placed in commemoration of remarkable events; as, for instance, the Belgic lion very fairly impressed upon the Queen's breast, at the time when she took the United Provinces under her royal protection.[e] It is, therefore, far from being impossible, and perhaps it is not carrying the thing too far, to say, that it is not altogether improbable, there may be some truth in this vulgar notion; for, that nothing of this is recorded in the histories of this reign, is no considerable objection, since we are satisfied that many things of a like nature, the truth of which cannot be disputed, were nevertheless omitted, partly from the abundance of more weighty materials, and partly from the want of attention in

[d] Bishop Nicholson's English Library, p. 266.

[e] Thoresby's Ducatus Leodiensis, p. 366.

our historians to things of this nature, which would have left us in the dark as to many curious particulars, if their negligence had not excited a strong spirit of inquiry in the learned lovers of English history who have lived in succeeding times, and whose industry has been repaid by a variety of useful as well as entertaining discoveries.

GENEALOGY.*

DRAKE, of Buckland, Devonshire, created baronet Aug. 2, 1622. The first person of any note of this family is Sir Francis Drake, one of our most distinguished naval heroes in the reign of Elizabeth: he was the son of Edmund Drake, a sailor, and born near Tavistock, in Devonshire, in 1544. He was brought up at the expense, and under the care of Sir John Hawkins, who was his kinsman; and at the age of eighteen was purser of a ship trading to Biscay: at twenty he made a voyage to Guinea, and at twenty-two had the honour to be made captain of the Judith. In that capacity he was in

* This Genealogy is extracted from *Betham's Baronetage;* and as the account of the Drake Family in that work was drawn up, in what relates to the first Sir Francis Drake, from his Life published in the *Biographia Britannica,* of which the preceding pages are a reprint, there are consequently several passages in the history here given of him which are almost word for word with some others that occur in the foregoing Life: but as it forms a good abrégé of the most striking events in the brilliant career of that distinguished Navigator, we have thought it expedient to insert the whole, verbatim.

the harbour of St. John de Ulloa, in the Gulf of Mexico, where he behaved most gallantly in the glorious actions under Sir John Hawkins, and returned with him to England with great reputation, though not worth a groat. Upon this he projected a design against the Spaniards in the West Indies, which he no sooner published than he had volunteers enough ready to accompany him. In 1570 he made his first expedition with two ships, and the next year with one only, in which he returned safe, if not with such advantages as he expected. He made another expedition in 1572, wherein he did the Spaniards some mischief, and gained considerable booties. In these expeditions he was much assisted by a nation of Indians, who then were, and have been ever since, engaged in wars with the Spaniards. The prince of these people was named Pedro, to whom Drake presented a fine cutlass from his side, which he saw the Indian greatly admired. Pedro, in return, gave him four large wedges of gold, which Drake threw into the common stock, with this remarkable expression, that "*he thought it but just, that such as bore the charge of so uncertain a voyage on his credit, should share the utmost advantages that voyage produced.*" Then embarking his men, with all the wealth he had obtained, which

was very considerable, he bore away for England, where he arrived in August 1573.

His success in this expedition, joined to his honourable behaviour towards his owners, gained him a high reputation, and the use he made of his riches, still greater; for, fitting out three stout frigates at his own expense, he sailed with them into Ireland, where, under Walter, Earl of Essex, the father of the famous unfortunate earl, he served as a volunteer, and did many glorious actions. After the death of his patron he returned to England, where Sir Christopher Hatton, vice-chamberlain to Queen Elizabeth, introduced him to her majesty, and procured him countenance and protection at court. By this means he acquired a capacity of undertaking that grand expedition which will render his name immortal. The first thing he proposed was a voyage into the South Seas, through the Straits of Magellan, which was what hitherto no Englishman had ever attempted. The project was well received at court: the queen furnished him with means, and his own fame quickly drew together a force sufficient. The fleet with which he sailed on this extraordinary undertaking consisted only of five small vessels, compared with modern ships, and no more than 164 able men. He sailed from England

Dec. 13, 1577; on the 25th he fell in with the coast of Barbary, and on the 29th with Cape Verde. March 13th, he passed the equinoctial; made the coast of Brazil April 5, 1578, and entered the River de la Plata, where he lost the company of two of his ships; but meeting them again, and taking out their provisions, he turned them adrift. May 29th, he entered the port of St. Julian, wherein he continued two months. Aug. 20th, he entered the Straits of Magellan; and Sept. 25th, passed them, having then only his own ship. Nov. 25th, he came to Macao, which he had appointed for a place of rendezvous, in case his ships separated; but Capt. Winter, his vice-admiral, having re-passed the Straits, was returned to England: thence he continued his voyage along the coasts of Chili and Peru, taking all opportunities of seizing Spanish ships, and attacking them on shore, till his crew were sated with plunder; and then, coasting North America to the height of 48 degrees, he endeavoured to find a passage back into our seas on that side, but could not. However, he landed, and called the country New Albion, taking possession of it in the name and for the use of Queen Elizbeth; and having careened his ship, set sail from thence, Sept. 29, 1579, for the Moluccas. He is supposed

to have chosen this passage round, partly to avoid being attacked by the Spaniards at a disadvantage, and partly from the lateness of the season, whence dangerous storms and hurricanes were to be apprehended. Nov. 4th, he had sight of the Moluccas, and coming to Ternate, was extremely well received by the king thereof, who appears, from the most authentic relations of this voyage, to have been a wise and politic prince. Dec. 10th, he made Celebes, where his ship unfortunately run upon a rock, Jan. 9th following, from which, beyond all expectation, and in a manner miraculously, they got off, and continued their course. March 16th, he arrived at Java Major, and from thence intended to have directed his course to Molucca, but found himself obliged to alter his purpose, and to think of returning home. March 25, 1580, he put this design into execution, and June 15th, doubled the Cape of Good Hope, having then on board fifty-seven men, and but three casks of water. July 12th, he passed the line, reached the coast of Guinea on the 16th, and there watered. Sept. 11th, he made the island of Tercera; and Nov. 3d, entered the harbour of Plymouth. This voyage round the globe was performed in two years and about ten months.*

* His success, and the immense mass of wealth he brought home, raised much discourse throughout the kingdom; some highly

In 1585, he sailed with a fleet to the West Indies, and took the cities of St. Jago, St. Domingo, Carthagena, and St. Augustin. In 1587, he went to Lisbon with a fleet of thirty sail; and having intelligence of a great fleet assembled in the bay of Cadiz, which was to have made part of the armada, he with great courage entered that port, and burnt there upwards of 10,000 tons of shipping, which he afterwards merrily called "*burning the king of Spain's beard.*" In 1588, when the armada from

commending and some as loudly decrying him: the former alleged, that his exploit was not only honourable to himself, but to his country; that it would establish our reputation for maritime skill in foreign nations, and raise a useful spirit of emulation at home; and that, as to the money, our merchants having suffered much from the faithless practices of the Spaniards, there was nothing more just than that the nation should receive the benefit of Drake's reprisals. The other party alleged, that in fact he was no better than a pirate; that, of all others, it least became a trading nation to encourage such practices; that it was not only a direct breach of all our late treaties with Spain, but likewise of our old leagues with the house of Burgundy; and that the consequences would be much more fatal than the benefits reaped from it could be advantageous. Things continued in this uncertainty during the remainder of 1580, and the spring of the succeeding year. At length they took a turn in favour of Drake; for, April 4, 1581, her majesty, going to Deptford, went on board his ship, where, after dinner, she conferred on him the honour of knighthood, and declared her absolute approbation of all he had done. She likewise gave directions for the

Spain was approaching our coasts, he was appointed vice-admiral, under Charles Lord Howard, of Effingham, high-admiral of England, where fortune favoured him as remarkably as ever; for he made prize of a very large galleon, commanded by Don Pedro de Valdez, who was reputed the projector of this invasion. This lucky affair happened in the following manner:—July 22d, Sir Francis observing a great Spanish ship floating at a distance from both fleets, sent his pinnace to summon the

preservation of his ship, that it might remain a monument of his own and his country's glory.

Camden, in his Britannia, has taken notice of an extraordinary circumstance relating to this ship of Drake's, where, speaking of the shire of Buchan, in Scotland, he says, "It is hardly worth while to mention the *clayks*, a sort of geese, which are believed by some, with great admiration, to grow upon trees on this coast, and in other places, and when they are ripe they fall down into the sea, because neither their nest nor eggs can any where be found: but they who saw the ship in which Sir Francis Drake sailed round the world, when it was laid up in the river Thames, could testify that little birds breed in old rotten keels of ships, since a great number of such, without life and feathers, stuck close to the outside of the keel of that ship."

This celebrated ship, which had been contemplated many years at Deptford, at length decaying, it was broke up; and a chair, made out of the planks, was presented to the University of Oxford.

commander to yield. Valdez replied, with much Spanish solemnity, that they were 450 strong, that he himself was Don Pedro, and stood much upon his honour, and thereupon propounded several conditions upon which he was willing to yield: but the vice-admiral replied, that he had no leisure to parley, but if he thought fit instantly to yield, he might; if not, he should soon find that Drake was no coward. Pedro, hearing the name of Drake, immediately yielded; and, with forty-six of his attendants, came on board Drake's ship. This Don Pedro remained about two years in England, and when he was released, paid him for his own and his captains' liberties a ransom of £3500. Drake's soldiers were well recompensed with the plunder of this ship; for they found in it 55,000 ducats of gold, which was divided among them.*

* It may be proper to observe, that a little before this formidable Spanish armament put to sea, the ambassador of his Catholic Majesty had the confidence to propound to Queen Elizabeth, in Latin verse, the terms upon which she might hope for peace; which, with an English translation by Dr. Fuller, we will insert in this place, because Drake's expedition to the West Indies makes a part of this message. The verses are these:—

Te veto ne pergas bello defendere Belgas:
Quæ Dracus eripuit nunc restituantur oportet:

In 1589 he commanded, as admiral, the fleet sent to restore Don Antonio, king of Portugal; the command of the land forces being given to Sir John Norris: but they were hardly got to sea before the commanders differed, and so the attempt proved abortive. The war with Spain continuing, a more effectual expedition was undertaken, by Sir John Hawkins and Drake, against the settlements in the West Indies, than had hitherto been made during the whole course of it; but the commanders here again not agreeing about the plan, this also did not turn out so successfully as was expected. All difficulties, before these two last expeditions, had

Quas pater evertit jubeo te condere cellas:
Religio Papæ fac restituatur ad unguem.

These to you are our commands:
Send no help to the Netherlands:
Of the treasure took by Drake,
Restitution you must make;
And those abbeys build anew,
Which your father overthrew:
If for any peace you hope,
In all points restore the pope.

The queen's extempore return:—

Ad Græcas, bone rex, fient mandata calendas.

Worthy king, know this your will,
At Latter-Lammas we'll fulfil.

given way to the skill and fortune of Drake, which probably was the reason why he did not bear these disappointments so well as he otherwise would have done. A strong sense of them is supposed to have thrown him into a melancholy, which occasioned a bloody flux, and of this he died on board his own ship, near the town of Nombre de Dios, in the West Indies, Jan. 28, 1596. He was succeeded in his estate by his nephew and godson,*

I. Francis Drake, who was created a baronet Aug. 2, 1622; and in the beginning of the next reign was returned one of the knights of the shire

* His death was lamented by the whole nation, but more especially by his countrymen, who had great reason to love him for the circumstances of his private life, as well as to esteem him in his public character. He was elected burgess for the town of Bossiney, alias Tintagal, in the county of Cornwall, in the twenty-seventh parliament of Elizabeth; and for the town of Plymouth in Devonshire, in the thirty-fifth.[1] He married Elizabeth, daughter and sole heiress of Sir George Sydenham of Combe Sydenham, in the county of Devon, Knt., who afterwards married William Courteney, Esq. of Powderham Castle, in the same county. As all men have enemies, and all eminent men abundance of them, we need not wonder that Sir Francis Drake, who performed so many great things, should have as much ill spoken of him as any man of the age in which he lived. His voyage round the world, however, remains an incontestable proof of his courage, capacity, patience,

[1] Willis's Notitia Parl. vol. ii. pp. 122, 295.

for the county of Devon. He married first, Jane, daughter of Sir Amias Bamfylde of Poltimore, in the same county, knt., by whom he had a daughter, Dorothy, who died an infant; secondly, Joan, daughter of William Strode of Newnham, knt., by whom he had four sons; Sir Francis, his successor; Thomas, who married ——, daughter of —— Grimes, Esq., and was father of Sir Francis, hereafter mentioned; 3, —— of Joybridge; and 4, Joseph.

II. Sir Francis Drake, Bart., eldest son and heir, succeeded his father in title and estate: he served in parliament for Newport in Cornwall, and

quick-sightedness, and public spirit; since therein he did every thing that could be expected from a man who preferred the honour and profit of his country to his own reputation or private gain. He had the happiness to live under the reign of a princess who never failed to distinguish merit, and, what was more, to reward it. He was always her favourite, and she gave an uncommon proof of it in respect to a quarrel he had with his countryman, Sir Bernard Drake, whose arms Sir Francis assuming, the other was so provoked that he gave him a box on the ear: upon this the queen took up the quarrel, and gave Sir Francis a new coat, which is thus blazoned:—*Sable, a fess wavy, between two pole stars, argent;* and for his crest, *a ship on a globe under ruff, held by a cable with a hand out of the clouds;* over it this motto, *Auxilio divino;* underneath, *Sic parvis magna;* in the rigging whereof is hung up by the heels a *wivern, gules*, which was the arms of Sir Bernard Drake.[1]

[1] Prince's Worthies of Devon, p. 245.

Beer-Alston in Devonshire, temp. Charles II., and married Dorothy, daughter of —— Pym of Brymore, in Somersetshire, Esq., but dying without issue, was succeeded in dignity and estate by his nephew,

III. Sir Francis Drake, Bart., who served in parliament for Tavistock, temp. Charles II., and again temp. Wm. and Mary. He married first, Dorothy, daughter of Sir John Bamfylde of Poltimore, Bart.; secondly, Anne, daughter and co-heir of Thomas Boon of Mount Boon, in Devonshire, Esq., and had no issue by either of them; and thirdly, ——, daughter of Sir Henry Pollexfen, Knt., Lord Chief-justice of the Common Pleas, by whom he had a daughter, the wife of Thomas Martin, Esq., one of the judges of the counties of Caernarvon, Merioneth, and Anglesea; also his son and successor,

IV. Sir Francis-Henry Drake, Bart., who represented the borough of Tavistock in the two parliaments of King George I.; and served again for the same borough in the first parliament of George II.; and was afterwards elected for Beer-Alston in Devonshire. He married Anne, daughter of Samuel Heathcote of Hurseley, in Hampshire, Esq., sister to Sir William Heathcote, Bart., by whom he had three sons and two daughters: 1. Sir

Francis-Henry; 2. Francis-William, who married first, Grace-America, daughter of Col. Samuel Gledhill, governor of Placentia, in Newfoundland (of the Richmond family, Highhead Castle, Cumberland),[f] by whom he had Frances-Augusta-Caroline, Francis-Thomas, Francis-Richmond, all dead, and Francis-Henry, born in Aug. 1756, the present baronet. He married secondly, Elizabeth, sister of the late Sir Thomas Heathcote, Bart., by whom he had two daughters, Mariana and Sophia. 3. Sir Francis-Samuel, rear-admiral in Rodney's fleet, in the West Indies, was created a baronet in consequence of the glorious victory on the 12th of April, 1782. He married first, Elizabeth Hayman of Kent; secondly, ——, daughter of George Onslow, Esq. many years M.P. for Guildford; and died in 1789, but left no issue.

[f] Hutchinson's Cumberland, vol. ii. p. 429.

His two daughters were Anne and Sophia, the wife of the Rev. John Pugh. He died Jan. 26, 1740, aged 47, and was succeeded by his son. Anne was married to General Elliot, afterwards created Lord Heathfield, in consequence of his noble defence of Gibraltar in 1787, and had male issue. The title is now extinct. Sophia died without issue.

V. Sir Francis-Henry Drake, Bart., who, in June 1751, was appointed ranger and master of his

Majesty's forest of Dartmouth, in Devonshire; and in 1752 was made clerk-comptroller of the board of green cloth; died single, Feb. 22, 1794, and was succeeded by his nephew (the sole surviving child of his brother Francis-William),

VI. Sir Francis-Henry Drake, Bart., who, in 1795, married Anne-Frances, daughter of Thomas Maltby, Esq.

Arms—Sable, a fesse wavy, between two pole stars, argent.

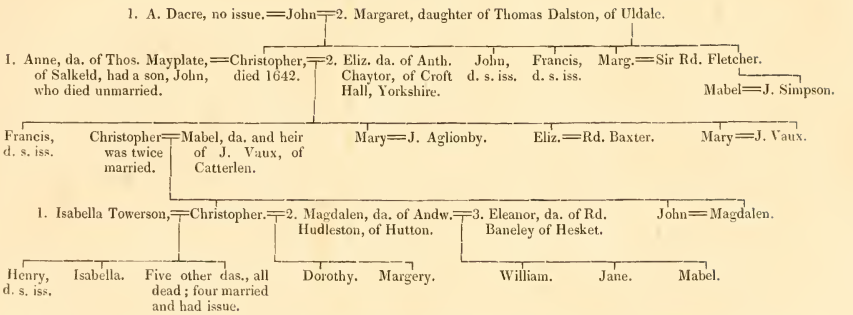
Crest—On a helmet a ship under ruff, drawn round a globe with a cable rope by a hand out of the clouds: over it this

Motto—*Auxilio divino;* and under it, *Sic parvis magna.*

Seat—At Buckland-Monachorum, near Tavistock in Devonshire.

RICHMONDS OF HIGHHEAD CASTLE.

Pedigree certified at Dugdale's Visitation, 1665.



N.B.—Isabella married, and left a son and six daughters. Joseph, her son, died without issue; Elizabeth, her eldest daughter, left a son and five daughters; Ann, the second daughter, was married, and left a daughter; Sarah, the third, died without issue male; Susanna died unmarried; Bethsheba-Placentia left no issue, and Margaret-Carolina died unmarried.

Grace-America left male issue Sir Francis Drake. Isabella, now living, has three sons and two daughters; Susannah is unmarried; Deborah-Ann left issue; Elizabeth left three sons and three daughters; and Robert died without issue.

Isabella's two children are Richmond-Robert and Elizabeth.

HISTORICAL AND GENEALOGICAL

ACCOUNT

OF

THE RICHMOND FAMILY

OF

HIGHHEAD CASTLE, CUMBERLAND.

Extracts from Nicholson and Burn's History of Cumberland and Westmorland, and from Camden's Antiquities, &c.

" Catterlin, in the reign of William the Conqueror, was in the possession of Halden, father of Willifrid, father of Cartimar, Walter, and Alexander, Lords of Furlun. Hubert de Vallibus, Lord of Gilsland, accused Willifrid of high treason, as taking part with King Stephen against Henry the Second, and thereupon wrested the manor from him, and got it into his possession, which the said King Henry the Second confirmed to him. The descendants of Hubert, by the name of Vaux of Catterlin, enjoyed it for many generations. In the 35th of

Henry, John Vaux held the capital messuage and will of Caterlegn by the service of paying to the King 22d. yearly. In the reign of Queen Elizabeth, Rowland Vaux held the same. In Mr. Machell's time, over the old kitchen door, at Caterlen Hall, were the arms of Vaux, in a roundel, viz. :—Or, a fess checky; or and gules between three garbs; gules banded, or; with this legend round, in old characters, 'Let mercy and faithfulness never go from thee;' and underneath, 'At this time is Rowland Vaux lord of this place, and builded this house in the year of God 1577,' with the letters R V A V, viz., Rowland Vaux, Ann Vaux (the name of his wife, who was daughter of Salkeld). The last of the name of Caterlen, viz., John Vaux, dying without issue male, it descended to two daughters, coheirs, who were married to Christopher Richmond, Esq., and Richard Graham of Nunnery, Gent. Mrs. Susannah Richmond, by virtue of her mother's will, who held the same in pursuance of the last will and testament of her son Henry Richmond, Esq., the last male heir of that family, now (1773) enjoys both the demesne and manor.

"Mrs. Elizabeth Miller, by her will, devised to her daughter, Susannah Richmond, her heirs and assigns, her messuage and garth, or garden, with

the appurtenances, late Atkinson's, at Catterlen, in trust for the use of a schoolmaster, to instruct the children of the tenants within the manor of Catterlen, in the principles of the Christian religion as now by law established, and in reading and writing."

CUMBERLAND WARD (*Wetherall*).

"Within this parish is the manor of Corby, which lies on the east side of the Eden, and is part of Gilsland. King Henry the Second gave it to Hubert de Vallibus, who gave it to one Odart, who was succeeded by his son Osbert. Osbert dying without issue, was succeeded by his brother William, which William had issue, John and Robert: John was the elder, yet he seated himself at Warwick, and Robert possessed Corby. Next it seems to have come into the name of Richmond; for in the 31st Edward First, there was a grant to Thomas de Richmond, of free warren in all his demesne lands in Korkbie. In the 6th Edward Second, Richard de Richmond releases the manor of Korkby to Sir Thomas de Richmond, Knt. In the 16th Edward Second, Rowland de Richmond released the same to Sir Andrew Harcld, Earl of Carlisle; and soon after Richard de Richmond and Margery Lascelles released the same to the said earl."

HIGHHEAD CASTLE.

" It was purchased of Restwold by John Richmond, Esq. who had a son, John Richmond, who, in the 2d Elizabeth, was impleaded for a purpresture of 60 acres, which he seems to have fully justified. This John Richmond (according to a pedigree certified at Dugdale's visitation in 1665) married, to his first wife, a daughter of Dacre, a younger brother of Lord Dacre's, by whom he had no issue. To his second wife he married Margaret, daughter of Thomas Dalston of Uldale, Esq., and by her had issue; 1, Christopher; 2, John, who died young; 3, Francis, who married a daughter of Launcelot Fletcher of Tallentire, and died without issue; 4, Margaret, married to Sir Richard Fletcher of Hutton, Knt.; 5, Mabel, married to John Simpson of Sowerby. Christopher Richmond, eldest son of John, thrice married: he married first Ann, daughter of Thomas Mayplate of little Salkeld, and by her had issue, a son, John Richmond, who died unmarried: his second wife was Elizabeth, daughter of Anthony Clayton of Croft Hall, Esq. Yorkshire, and by her had issue; 1, Francis, who died an infant; 2, Christopher; 3, Margery, married to John Aglionby of Carlisle; 4, Elizabeth,

married to Richard Baxter of Siberham, Gent.; 5, Mary, married to John Vaux of Little Musgrave, in the county of Westmorland. To his third wife he married Eleanor, daughter of Richard Beauley of Hesketh Hall, in Cumberland, and had issue by her, William, Jane, and Mabel: he died in 1642. Christopher Richmond of Highhead, Esq. son and heir of Christopher, married Mabel, daughter and heir of John Vaux of Catterlen, Esq.; by her he had issue, Christopher, aged seventeen at the said visitation; John, aged sixteen; Magdalen aged twelve: to his second wife he married Magdalen, daughter of Andrew Huddleston of Hutton John, Esq., and by her had issue, Dorothy, at the said visitation aged one year; and Margery, seven weeks.

" Christopher Richmond of Highhead Castle, Esq. son and heir of the last Christopher, married Isabella Towerson about the year 1678, and had issue, Henry and six daughters; five of which daughters married, and are dead: one of the said daughters, Susanna, is now (1773) living and unmarried. Henry Richmond of Highhead, Esq. died unmarried about the year 1716, and devised all his estates to his mother, the said Isabella. Isabella, widow of Christopher Richmond, and devisee of her son Henry Richmond, married to her second husband

Mr. Mathias Miller; and by her last will and testament, in the year 1730, devised Highhead to her said daughter, Susanna Richmond, the present proprietor." — Vide also "Britton's Beauties of England and Wales," Articles, Cumberland — Bew Castle — Lanercost Priory, founded by Robert de Vaux, or Vallibus, in the year 1169 — also Warwick Hall — also Corby Castle — also Hutton John — Huddlestons, Millum Castle — Cumberland Huddlestons.

PARISH OF DALSTON, IN CUMBERLAND WARD.

"Entering this parish from the south, on the banks of a small rivulet called Ive, stand the ruins of a castle, by some called Highhead, and by others Highgate Castle.* This is the Highgate mentioned by Camden, and 'said to be a castle of the Richmonds.' It is built upon the brink of a rocky precipice: the court-yard has no pavement, but the mere surface of the rock hewed down and made even. It was a dependent manor of the

We were favoured with the Notes in the following pages by Mrs. Isabella Stubbs.—EDITORS.

* Highhead Castle, six or seven miles from Carlisle by south.

barony of Dalston, and was for a considerable time in the possession of the Warcla family. In ancient records* it is called Pela de Hivehead, a name apparently derived from its situation. There are no remains of strength or grandeur but a gateway tower, with an exploratory turret at one corner of the curtain wall, with the shattered remains of a tower above the rivulet. John de Hareld was seised thereof in the time of King Edward II. with fifty acres of land; a new assurt, as appears by an inquisition taken in the 16th year of that reign. From him it passed, after the death of John, by feoffment, to his brother Andrew, Earl of Carlisle, upon whose attainder, the castle being then occupied by the Earl's brothers, John was deserted, he immediately flying with Sir W. Blount and others, his accomplices, to Scotland.† Soon after this forfeiture the manor was granted by the crown to Ranalph de Dacre, and was in his possession the 2d year of King Edward III., as appears in the escheats of that reign.‡ We find it changed its

* Inquisitions in the reign of Edward III.—Gough.

† Upon the earl's conviction, the inquisition seems to have been taken and the seizure made by the crown.

‡ A customary manor, 39 customary tenements; customary

owners very early, for in the 18th of King Edward III. it was held by the services of delivering a red rose at the Feast of St. John Baptist yearly, at the King's Exchequer in Carlisle, by one William l'Englise. William, his son, built a chapel here in 1358, under the license of Bishop Appleby — a mean edifice, near to the castle. The communion service is performed here by the vicar of Dalston every Maundy Thursday.* It remains uncertain

rent £19. 4*s.* 7*d.* Arbitrary fines. — Vide HUTCHINSON's *History of Cumberland.*

* The slack or endowment is £300., secured in the hands of John Gale, Esq. of Whitehaven, as executor of Henry Richmond Brougham, Esq. at 5 per cent. The trustees nominate the curate; the chapel was never parochial; the ceremonies of burial and christening are retained at the mother church.

There are rocks or promontories on Ive called the High and Low Head. The castle was an ancient building, and was a remarkable strong hold in the times of the Scottish incursions, fortified by nature on three sides, with a thick wall on the fourth side and iron gates. In the year 1744, and for three succeeding years, repairs were made by Mr. Henry Richmond Brougham, who employed artificers from France, Italy, and other parts of the Continent, to finish the apartments in the most sumptuous manner. The situation is highly romantic.

BARONY OF GILSLAND.

The part of Cumberland where we enter from Northumberland

how long it continued in the possession of l'Englise and his issue, or who succeeded him, till the reign

is called the barony of Gilsland, of which Camden says:—"A tract so cut and mangled with the brooks, or so full of rivulets, that I should suppose it to have taken its name from those Gilles, had I not read in the register of Lanercost church, that one Gill, son of Bueth, who, in a charter of Henry II., is also called Gilbert, anciently held it." His last editor adds,—"Gilsland might also take its name from Hubert de Vaux, since de Vallibus and Gills mean the same; or from the river Gelt, which runs through the middle of it: the bottom whereon the brook runs is the gill." Camden, speaking of the Lords of Gilsland, says,—"The first Lord of this Gillesland that I have met with was William Meschines, brother of Madulphus Lord of Cumberland, (not that William who was brother of Mandulph Earl of Chester, from whom descended Ranulph de Ruelint, but brother of Radulphus), who could not, however, wrest it from the Scots; for Gill, son of Bueth, held the greatest part of it by force of arms. After the death of William de Meschines, King Henry II. bestowed it upon Hubert de Vaux, whose arms are cheque, argent, and gules. His son founded and endowed Lanercost Priory. But after a few years the estate was transferred by marriage to the Muttons, and from them by a daughter to Ranulph Lord Dacre, whose posterity have continued to flourish to the present time." Camden's last editor adds,—"The heiress of Vaux married Thomas de Mutton, and brought the barony into his family in the time of Henry III., and their great great grand-daughter conveyed it in the same manner, in the time of King Edward II., to Manulph de Dacre of Dacre Castle. In this family it continued till the death of the last male heir,

of King Henry VIII., when we find one Mr. Restwold holding the manor of the king, as part of the

George Lord Dacre of Gillesland, Greystock, and Wemm, who left three sisters, co-heiresses. In the partition of the estate this fell to Elizabeth, married to Lord William Howard, third son of Thomas Howard Duke of Norfolk, in whose posterity it still continues." Having presented to the reader a transcript of what is said by Camden and his learned editors, we will pursue the manuscript before us:—"This great barony was given by the Earl Randolph Meschines to one Hubertus, to be holden of him by two knights' fees and courage: he was called de Vallibus, or Vaulx, from the dales or valleys whereof that county is full. The French word *vaulx* (pronounced vaux) became thence a surname to him and his posterity there, and to divers other families that took their beginning from the younger brothers of this house—as Vaux of Joiennaine, of Ainstaplygh, of Caterlen, and Caldbeck, &c. Hubertus was a kinsman, follower of the said Earl Mandolph in the latter end of the Conqueror's time, when the peace of the county began to be established, and served under the earl's brother, William Meschines, in Gilsland. The said Hubert did bear to his arms cheque d'or and gules; his seal was a griphon eating a lancest."

PARISH OF WARWICK.

In the last age (so said in 1697) there was built here a very strong stone bridge, at the expense of the Salkelds and Richmonds. The manor of Warwick was given by Hubert de Vallibus and Robert his son to Odard, first Lord of Corby, as a dependant manor of the barony of Gilsland.

forest, *in capite*. He sold the castle and manor to John Richmond, Esq.,* whose descendants still claim the same.

THE MANOR OF CORBY.

It was one of the dependent manors of the barony of Gilsland. It became the possession of Hubert de Vallibus by the grant of Henry II. The manor of Corby, in Gilsland, hath been from the conquest of England a gentleman's seat. It was given by Hubert, first Baron of Gilsland, to one Odard, to whom also the Earl Randolph gave the manor of Warwick, on the west side of the river Eden. Corby Castle was the residence of the Richmonds for many generations before their purchase of Highhead Castle.

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* 2d of Queen Elizabeth, unpleaded for a purpresture of sixty acres.

THE END.

LONDON:
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